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A.1 New York State City Law §28-a. "City Comprehensive Plan"

1. Application. This section shall not apply in a city having a population of more than one million.
2. Legislative findings and intent. The legislature hereby finds and determines that:
 - a. Significant decisions and actions affecting the immediate and long-range protection, enhancement, growth and development of the state and its communities are made by local governments.
 - b. Among the most important powers and duties granted by the legislature to a city government is the authority and responsibility to undertake city comprehensive planning and to regulate land use for the purpose of protecting the public health, safety and general welfare of its citizens.
 - c. The development and enactment by the city government of a city comprehensive plan which can be readily identified, and is available for use by the public, is in the best interest of the people of each city.
 - d. The great diversity of resources and conditions that exist within and among the cities of the state compels the consideration of such diversity in the development of each city comprehensive plan.
 - e. The participation of citizens in an open, responsible and flexible planning process is essential to the designing of the optimum city comprehensive plan.
 - f. The city comprehensive plan is a means to promote the health, safety and general welfare of the people of the city and to give due consideration to the needs of the people of the region of which the city is a part.
 - g. The comprehensive plan fosters cooperation among governmental agencies planning and implementing capital projects and municipalities that may be directly affected thereby.
 - h. It is the intent of the legislature to encourage, but not to require, the preparation and adoption of a comprehensive plan pursuant to this section. Nothing herein shall be deemed to affect the status or validity of existing master plans, comprehensive plans, or land use plans.
3. Definitions. As used in this section, the term:
 - a. "city comprehensive plan" means the materials, written and/or graphic, including but not limited to maps, charts, studies, resolutions, reports and other descriptive material that identify the goals, objectives, principles, guidelines, policies, standards, devices and instruments for the immediate and long-range protection, enhancement, growth and development of the city.
 - b. "land use regulation" means an ordinance or local law enacted by the city for the regulation of any aspect of land use and community resource protection and includes any zoning, subdivision, special use permit or site plan regulation or any other regulation which prescribes the appropriate use of property or the scale, location, and intensity of development.
 - c. "special board" means a board consisting of one or more members of the planning board and such other members as are appointed by the legislative body of the city to prepare a proposed comprehensive plan and/or an amendment thereto.
4. Content of a city comprehensive plan. The city comprehensive plan may include the following topics at the level of detail adapted to the special requirements of the city:
 - a. General statements of goals, objectives, principles, policies, and standards upon which proposals for the immediate and long-range enhancement, growth and development of the city are based.
 - b. Consideration of regional needs and the official plans of other government units and agencies within the region.
 - c. The existing and proposed location and intensity of land uses.
 - d. Consideration of agricultural uses, historic and cultural resources, coastal and natural resources and sensitive environmental areas.
 - e. Consideration of population, demographic and socio-economic trends and future projections.
 - f. The location and types of transportation facilities.
 - g. Existing and proposed general location of public and private utilities and infrastructure.
 - h. Existing housing resources and future housing needs, including affordable housing.
 - i. The present and future general location of educational and cultural facilities, historic sites, health facilities and facilities for emergency services.
 - j. Existing and proposed recreation facilities and parkland.
 - k. The present and potential future general location of commercial and industrial facilities.
 - l. Specific policies and strategies for improving the local economy in coordination with other plan topics.
 - m. Proposed measures, programs, devices, and instruments to implement the goals and objectives of the various topics within the comprehensive plan.
 - n. All or part of the plan of another public agency.
 - o. Any and all other items which are consistent with the orderly growth and development of the city.

5. Preparation.
The legislative body of the city, or by resolution of such body, the planning board or a special board, may prepare a proposed city comprehensive plan and amendments thereto. In the event the planning board or special board is directed to prepare a proposed comprehensive plan or amendment thereto, such board shall, by resolution, recommend such proposed plan or amendment to the legislative body of the city.
6. Referrals.
 - a. Any proposed comprehensive plan or amendment thereto that is prepared by the legislative body of the city or a special board may be referred to the city planning board for review and recommendation before action by the legislative body of the city.
 - b. The legislative body of the city shall, prior to adoption, refer the proposed comprehensive plan or any amendment thereto to the county planning board or agency or regional planning council for review and recommendation as required by section two hundred thirty-nine-m of the general municipal law. In the event the proposed plan or amendment thereto is prepared by the city planning board or a special board, such board may request comment on such proposed plan or amendment from the county planning board or agency or regional planning council.
7. Public hearings; notice.
 - a. In the event the legislative body of the city prepares a proposed city comprehensive plan or amendment there- to, the legislative body of the city shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment, and in addition, the legislative body of the city shall hold one or more public hearings prior to adoption of such proposed plan or amendment.
 - b. In the event the legislative body of the city has directed the planning board or a special board to prepare a proposed comprehensive plan or amendment thereto, the board preparing the plan shall hold one or more public hearings and such other meetings as it deems necessary to assure full opportunity for citizen participation in the preparation of such proposed plan or amendment. The legislative body of the city shall, within ninety days of receiving the planning board or special board's recommendations on such proposed plan or amendment, and prior to adoption of such proposed plan or amendment, hold a public hearing on such proposed plan or amendment.
 - c. Notice of a public hearing shall be published in a newspaper of general circulation in the city at least ten calendar days in advance of the hearing. The proposed comprehensive plan or amendment thereto shall be made available for public review during said period at the office of the city clerk and may be made available at any other place, including a public library.
8. Adoption. The legislative body of the city may adopt by resolution a city comprehensive plan or any amendment thereto.
9. Environmental review. A city comprehensive plan, and any amendment thereto, is subject to the provisions of the state environmental quality review act under article eight of the environmental conservation law and its implementing regulations. A city comprehensive plan may be designed to also serve as, or be accompanied by, a generic environmental impact statement pursuant to the state environmental quality review act statute and regulations. No further compliance with such law is required for subsequent site specific actions that are in conformance with the conditions and thresholds established for such actions in the generic environmental impact statement and its findings.
10. Agricultural review and coordination. A city comprehensive plan and any amendments thereto, for a city containing all or part of an agricultural district or lands receiving agricultural assessments within its jurisdiction, shall continue to be subject to the provisions of article twenty-five-AA of the agriculture and markets law relating to the enactment and administration of local laws, ordinances, rules or regulations. A newly adopted or amended city comprehensive plan shall take into consideration applicable county agricultural and farmland protection plans as created under article twenty-five-AAA of the agriculture and markets law.
11. Periodic review. The legislative body of the city shall provide, as a component of such proposed comprehensive plan, the maximum intervals at which the adopted plan shall be reviewed.
12. Effect of adoption of the city comprehensive plan.
 - a. All city land use regulations must be in accordance with a comprehensive plan adopted pursuant to this section.
 - b. All plans for capital projects of another governmental agency on land included in the city comprehensive plan adopted pursuant to this section shall take such plan into consideration.
13. Filing of city comprehensive plan. The adopted city comprehensive plan and any amendments thereto shall be filed in the office of the city clerk and a copy thereof shall be filed in the office of the county planning agency.

A.2 Charge of the Comprehensive Plan Review Committee, 2012

Topic: Review of the Comprehensive Plan

Date of Charge: May 21, 2012

Committee Members:

Lynn Paulson - Chair

David Poteet - Ward 1

Adrienne Kantz - Ward 2

Kathy Rayburn - Ward 3

Scott Schauman - Ward 4

David Whitcomb - City Council

Cindy Wade - City Council

Jim Mueller - Planning Commission

Ryan Aiken - Zoning Board of Appeals

Rick Brown, Director of Planning & Development - Staff Support

Purpose of a Comprehensive Plan

Knowing the concept of comprehensive planning is very much related to the economic prosperity of communities, a comprehensive plan can be used as a tool to plan for the future growth of a local community. Most importantly it can be used as a tool to address the constant change and evolution of a community. Comprehensive plans are sometimes referred to as land-use plans, because in many cases they are dealing with issues related to the appropriate uses of land. In many cases, comprehensive plans are prepared to address compatibility issues between various uses of land, management and preservation of natural resources, identification and preservation of historically significant lands and structures, and adequate planning for infrastructure needs. In other instances, comprehensive plans are utilized to address issues related to schools, recreation, and housing.

A comprehensive plan should be a vision of what a community is to be in the future. The process of developing this plan should be a community-wide effort. All interest groups should have a part in determining what this vision should be.

Committee Charge

The Committee is to review all aspects of the Plan adopted in 2002 utilizing current data and initiatives underway in the community. Following the review the committee will formulate and present City Council with recommendations for revision of the 2002 plan.

Time for Completion:

Complete the review and present recommendations to the Canandaigua City Council by December 1, 2012.

Special Considerations and Issues

To obtain public input, the committee will host public meetings and hearings to allow citizens the opportunity to provide thoughts and recommendations.

Resources & Attachments

2002 Plan, data from the 2010 census, public Input

Contact Person: Rick Brown, City Planning Office 396-5025

A.3 Active Transportation Plan: Summary of Recommendations



The City of Canandaigua

Active Transportation Plan

Prepared by



For the 2009 Canandaigua City Council

VI. Recommendations

The recommendations in this section are aimed at creating an integrated Action Transportation network in the City of Canandaigua. As noted in the executive summary these recommendations are supported by City of Canandaigua Comprehensive Plan and by numerous county, regional state and federal plans and policies.

All recommendations are to be in accordance with AASHTO, FHWA, NYDOT and any other relevant standards.

The recommendations in this Plan are not meant to be all inclusive and need to be re-evaluated during the engineering and implementation phases.

The fundamental goal of this Plan is provide an Action Transportation System for the City of Canandaigua that is safe, accessible, comfortable, and well maintained for all users.

Implementation of this Plan will establish a network of pedestrian, bicycle and public transportation facilities. This network is shown on the Priority Route Map (figure 6a). The network is composed of priority locations and facilities where specific improvements have either already been made, are in the implementation phase or are proposed in the future. Figure 6a presents only priority routes and facilities, as per the “Complete Streets” movement all improvement projects will include provision for Active Transportation elements. This will expand and enhance the Active Transportation System beyond the listed priorities in the future. Greenways (shared-use paths) will also contribute to the network and the City should look to expand the network beyond those indicated on the Priority Route Map as opportunities are presented. The goal is to bring all roadways in compliance with “complete streets” and have the City of Canandaigua recognized as “bicycle friendly” and “walkable”.

Priority Routes Recommendations

The priority treatments presented in this section include 5 areas of improvements:

- Bicycle on-road improvements – Figure 6b
- Bicycle off-road facilities- Figure 6c
- Shared-use path-Figure 6d
- Pedestrian treatments- Figure 6e
- Public transit treatments- Figure 6f

The priority treatments applied to specific facilities are presented in the Priority Route Recommended Treatment Chart – Figure 6g

The proposal for the Outhouse Transportation Center and Park is presented as a stand-alone recommendation. – Page , Figures 6j, 6k.

Figure 6a



Bicycle On-Street Treatments

Treatment Reference	Treatment	Treatment Applied When:	Details & Examples	Est. Cost
A	Signed shared Roadway	Route is the preferred way between two destinations, used when curb lane or paved shoulder is wide enough for safe bicycle travel. Signage informs both motorists and bicyclists that the roadway is to be lawfully shared.		\$200. ⁰⁰
B	"Hybrid" Lanes	Along a Shared Roadway or wide curb lane when wide enough for safe bicycle travel. Most beneficial when bikes will be traveling along on-street parking.	 <small>Hybrid bicycle lane symbol</small>	\$200. ⁰⁰
C	Designated Driving Lanes	Streets with no pavement markings. Driving Lanes designated with center line(s) and solid outside line	10'6" lane width recommended If speed limit < 30 mph.	\$.40/LF per line
D	Paved Shoulders	Facility in rural or uncurbed area.	4' recommended width when speed limit < 30 	\$38. ⁰⁰ SY
E	Bike Lanes	Facility is built for Group B/C riders. Creates perceptual separation from motor vehicle traffic when road width can accommodate a lane and maintenance is maintained and funded.	5' recommended width, (at least 4' left of gutter seam line)	\$.50/LF per line
F	Bike Route Signs	Along designated bike routes or along a roadway connecting other bike facilities, signs are meant to advertise the most advantageous routes.		\$75. ⁰⁰
G	Shared Lane Yield to Bicyclists	A bike lane or shoulder ends and bikes are meant to continue along wide curb lane		\$100. ⁰⁰
H	Intersection Guidance Signage	Bicyclist and motorists are in need of instructions on how to proceed through an intersection		\$100. ⁰⁰
I	Bicycle Safe Inlet Grates	Street inlet grates retrofitted as bicycle friendly		

Figure 6b

Bicycle Off-Street Treatment Chart

Figure 6c

Treatment Reference	Treatment	Treatment used when:	Details & Examples	Est. Cost
J	Bike Racks	Intended for short term storage(<4 hrs), racks are unprotected from weather.		\$1,000. ⁰⁰
K	Bike Lockers	Intended for long term storage (>4 hrs.) useful for transit stations, hotels & apts.		\$1200. ⁰⁰
L	Bike Shelters	Intended for mid-term storage (2-4 hrs) useful at offices, shopping centers, transit centers. Protects bikes and riders from weather.		\$2,000. ⁰⁰
M	Bike Maps	Intended to inform bicyclists of recommended routes, local destinations and rules of the road	Distribution at transit stations, bike shelters, lockers and selected racks	

The Pedestrian and Bicycle Information Center provides guidelines concerning bicycle racks.²⁶

Bicycle racks should:

- Support the frame of the bicycle and not just one wheel;
- Allow the frame and one wheel to be locked to the rack when front wheel is removed;
- Allow the use of either cable or U-shaped lock ;
- Be securely anchored and usable by a wide variety of sizes and types of bicycle.

Suggested Criteria for bicycle rack locations are;

- Covered parking should have a minimum of 6' head clearance and be in well lit area in open view;
- Racks should be used with minimum sidewalk width of 10', near the curb and away from building entrances;
- Racks must not interfere with boarding or loading passengers of public transportation;
- Install racks only on concrete, racks installed on asphalt are not secure;
- Racks must be 4' from hydrants, curb ramps, and building entrances;
- Racks placed within 50' of main entrance of building frequently used by bicyclists;
- MUTCD parking guard sign(D4-3) used to inform bicyclists of parking areas.

The United States Green Building Council (ASGBC) suggests:

- Commercial and industrial buildings provide bicycle racks for a minimum of 5% of building users ;
- School buildings provide racks for 5% or more of school staff or students above 3rd grade;
- Residential building provide covered storage for a minimum of 15% of building residents.

Shared-Use Path Treatment Chart

Figure 6d

Treatment Reference	Treatments	Treatment used when	Details and Examples	Est. Cost
I	Trail Head Identification	Used to identify beginning/end of sections of shared-use path, or where parking or storage facilities are available.		
II	Path Rules and Regulations Signage	Used to inform users of general information (hrs. available for use), rules and regulations for the safe and enjoyment of all users.		
III	Path Rest Area	Spaced according to appropriate standards off-path rest areas to include bench, emergency call station, location marker, and appropriate history or nature information.		
IV	Location Markers	Uniquely numbered location markers spaced according to appropriate standards for emergency locating of user. Location map to be posted at all emergency facilities and 911.		
V	Location Maps	Path maps with "You are Here" designation in weather proof holders to advise users of destinations and present location placed strategically along pathway		
VI	Motor Vehicle Parking	Adequate motor vehicle parking to be provided at selected trailheads.	No overnight parking to be allowed. Parking allowed only during path usage hours.	
VII	10' Stone-dust Shared-use Path	Built to appropriate standards AASHTO, FHWA, ADA		
VIII	Pooper scooper station	Plastic bag dispenser with trash receptacle		
IX	Historical or Educational Information Sign	Inform public of Historical facts or educational information about nature, the environment or other relevant information		

X	Shelter	12' X 12' shelter for safety and rest, could be used with III, V, VIII and IX			
XI	Water Fountain and Spigot	Where feasible and cost effective			
XII	Emergency phone or alarm	Installed as per appropriate standards along path in conjunction with other safety and location marking facilities.			
XIII	Pedestrian & Bicycle Bridge	Installed per appropriate standards and to compliment current bridges in Lagoon Park.			\$150,000 each
XIV	Same Grade Pedestrian Railroad Crossing	Installed per appropriate standards Appendix 6a			\$30,000. ⁰⁰
XV	Fitness Trail	A path equipped with obstacles or station distributed along its length for exercising the human body to promote good health. Appendix 6b			\$7,500. ⁰⁰

Pedestrian Treatment Chart

Figure 6e

Treatment Reference	Treatment	Treatment used when:	Details & Examples	Est. Cost
1	Sidewalks	No "pedestrian lanes" are present on either side of the roadway. Shown to reduce collisions and improve mobility to and from city destinations	FHWA and ITE recommend a width of 5'.	New - \$11/ sq.ft.
2	Smooth Surface	Safe "pedestrian lanes" demand smooth surfaces, whether surface is concrete, asphalt or crushed stone. Provides safe, fully accessible, attractive facility.		
3	Marked Crosswalks	To indicate preferred locations for pedestrians to cross and designate right-of-ways to motorists.		\$300 / lane
4	Advance Yield Markings	High risk of multiple threat accidents. Most effective on multilane roads with high traffic count where visibility of pedestrians is an issue. ²⁴		\$150/sign installed
5	Flashing LED Pedestrian Crossing Signs	Mid-block high-risk crosswalks or part of Safe Routes to School program. Effective in extending range of visibility and increasing driver awareness. ²⁵		
6	"Your Speed" displays	Traffic calming is called for. Effective in school zones. ²⁶		
7	In- roadway warning system	In high-risk crosswalks and school zones. Increases driver awareness of pedestrians in crosswalk		\$25,000 to \$40,000 per crosswalk
8	Colored or Patterned Crosswalks	Highly visible crosswalks in high-risk areas. Increases driver awareness of crosswalk location		

Public Transit Treatment Chart

Figure 6f

Treatment Reference	Treatment	Treatment used when:	Details & Examples	Est. Cost
A	Bus Stop Shelters	Scheduled bus stops locations. Protects riders from elements while awaiting public transportation. Can be station for advertising and education		Avg. \$5,000.00
B	Bus bike racks	Demanded for intermodal transportation. Essential for long distance or inter community and ride-to-work programs.		\$1,000.00
C	Vintage Bus Trolley	Three season transportation for local residents and tourists. Would serve as connector between shopping corridor (5&20), the lake front and the downtown destinations.		?
D	Outhouse Transportation Center	Demand for public transportation center for rider health and safety. Also for ticket sales, park and ride parking, bike storage, bike rental, bike repair. Center for tourist information, user education, encouragement and advocacy. Part of proposed Roundhouse Park	 	\$750,000

Transportation experts agree that public transportation will play an expanded role in our transportation system in the future.^{28,29} However, the benefits of public transportation related to reducing congestion, fuel consumption, and highway infrastructure costs diminish when occupancy rates of trains and buses are low. Increasing total ridership and occupancy rates must therefore be a top priority to maximize return on existing and future infrastructure investments. The development of the Outhouse Transportation Center and the Roundhouse Park will provide a safe, comfortable, attractive and centrally accessible facility encouraging people to choose Active Transportation as their preferred mode of transportation.

Policies and Programs

Complete Streets Policy

Complete streets are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists and transit riders of all ages and abilities must be able to safely move along and across a complete street.³⁰

A complete streets policy ensures that the entire right of way is routinely designed and operated to enable safe access for all users.

In the City of Canandaigua many streets lack sidewalks, few accommodate bicyclists well and most encourage motor vehicles to travel too close and too fast for pedestrian and bicyclist safety. The lack of permanent bus stop facilities creates an unsafe environment for all users including motorists due to unanticipated stops.

A common misconception is that complete streets cost more to build than traditional car-centered streets. In fact, complete streets most often cost no more and many times cost less than traditionally designed streets. Using the same right-of-way width, streets can be designed with narrower lane widths providing safer bicycle travel lanes at the same time slowing traffic. There is also an economic benefit through encouraging people to use Active Transportation modes of travel to reach their destination which benefits local businesses [appendix 6 c](#)

The Plan recommends the City of Canandaigua adopt the policy of “Complete Streets” as the guiding principle for the building and refurbishing our infrastructure.

A copy of the recommended policy is presented in Figure 6h



According to the resident survey

71% of respondents experienced interference from motor vehicle drivers as a pedestrian. *

66% of respondents experienced interference from a pedestrian or cyclist as a motor vehicle driver.*

*Resident Survey : Question 18 and 20



Complete Streets Proposed Policy

The City of Canandaigua hereby adopts the policy of “Complete Streets” as a guiding principle for our infrastructure. “Complete Streets” are defined as facilities that “are designed and operated to enable safe access for all users. Pedestrians, bicyclists, motorists, and bus riders of all ages and abilities are able to safely move along and across a complete street.

The City will support the development of a complete street system of bikeways, pedestrian facilities and shared use paths, bicycle parking and safe crossing connecting residences, businesses and public places. The City will promote bicycling and walking for health, environmental sustainability, exercise, transportation and recreation.

Bicycle and pedestrian facilities shall be provided in all new construction, reconstruction and maintenance projects in the City of Canandaigua unless one of the following conditions is met:

Bicyclists and pedestrians are prohibited by law from using the roadway. In this instance, bicyclists and pedestrians will be accommodated elsewhere within the right of way or within the same transportation corridor.

The cost of establishing bikeways or walkways would be excessively disproportionate to the need or probable use. Disproportionate is defined as exceeding twenty percent of the cost of the larger project.

In cases where the existing right-of way does not allow for sidewalks, bike lanes, paths or other improvements, potential alternatives will include the appropriate use of paved shoulders, signage, traffic calming and/or enhanced education and enforcement.

Bicycle and Pedestrian facilities will be provided and maintained in accordance with guidelines adopted by the United States Department of Transportation (USDOT), New York State Department of Transportation (NYSDOT) and the American Association of State Highway & Transportation Officials (AASHTO). Site plan and subdivision reviews conducted by the City will incorporate these facilities. On county and state maintained roadways within the City, bicycle and pedestrian facilities will be provided in accordance with this policy. City offices and public buildings will provide bicycle parking and lockers in accordance with local zoning and planning regulations.

Zoning Policy

The zoning ordinance could be revised to encourage existing or future commercial properties to provide bicycle facilities for their employees and customers. In addition, more specific bicycle location, minimum number per building type, installation requirements and land use design should be reviewed and updated to conform to the complete street model. The City Council has the legal authority to pass or amend a zoning law. However, the Zoning Board can research zoning tools and draft a zoning law to be considered by the City Council. The Planning Commission can research and draft recommended design standards to be considered by City Council.

Programs

Although the City Council has direct responsibility to implement this plan's recommendations, policies and programs, active involvement of citizens and other organizations is vital for successful implementation. Public-Private and inter-governmental partnerships should be encouraged wherever possible. Section XI, Implementation, details recommended objectives, ideas, and structures that would accomplish successful implementation. The City Council will need to delegate some responsibility in implementing the recommendations. Organizations such as the Canandaigua Walkers & Cyclists, can help with research, implementation, programs, grant writing, evaluations and action recommendations to City Council. In all cases, the committees or organizations should have clear direction from City Council and an efficient process in which to accomplish their work. Inter-governmental (City/County or City/State) partnerships should be sought and nurtured. This would encourage continuity, efficiency and increase the effectiveness of the implementation process.

Four programs are suggested for immediate execution with the intention of visibly confirming the City of Canandaigua's commitment to Action Transportation and becoming "bicycle friendly" and "walkable".

1. Share the Road" Campaign should be launched. Motorists need to be reminded that bicyclists are legitimate road users and alerted to their presence in high conflict areas. The goal of "Share the Road" is to have motorists and bicyclists work together to improve our individual and collective on-the-road behavior in terms of courtesy, cooperation and safety. "Share the Road" signs are just one step in a larger plan to educate motorists and bicyclists on safe and effective ways to coexist,



leading ultimately to greater safety for all. “Share the Road” signs are a fast, inexpensive, effective first step to improving traffic conditions for bicyclists and motorists. Primary factors for sign locations;

- a. Conflict between motor vehicles and bicycles
- b. Narrow lanes or roads with limited space for passing
- c. No alternative routes
- d. Popular Bike Routes
- e. Uphill Grades

2. Install designated driving lanes and appropriate bicycle street stencils on Pearl St. and Parrish St. The two streets are highly traveled by bicyclists and would have an immediate effect on traffic flow and user behavior.
3. Develop and publish a brochure with safety lessons and rules of the road for motorists, bicyclists, and motorists. A hard copy of this brochure would be distributed at schools, parks, Chamber of Commerce, YMCA, Wood Library and the Police dept. It would also be available through the City’s web site. Figure 23 provides an example from Binghamton, NY.
4. Distribute the brochure Moving America Forward, 2008 edition, [appendix 6 d](#) provided by the Bikes Belong Coalition free of charge. This brochure is an informative introduction to Active Transportation and the growing bicycle industry. Brochures would be distributed at schools, Chamber of Commerce, YMCA, Wood Library, bike shops and City Hall.

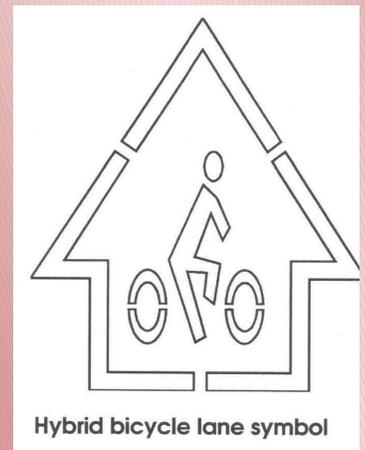


Figure 6h

Bike Route Map - Greater Birmingham Area

The map was developed to better inform residents to a point of interest and connect them to existing routes. The map is intended to encourage more people to explore the area and connect to existing routes. The map is intended to encourage more people to explore the area and connect to existing routes.

As of 2013, the Birmingham Metropolitan Commission approved by MHA's Executive Committee to create a new map of the Birmingham Metropolitan Area. A large portion of the map is intended to encourage more people to explore the area and connect to existing routes.

Bike Racks available on B.C. Transit Buses

Racks are available on all B.C. Transit buses. There is an additional fee for using the bike rack. Bikes are stored on the rack and secured with a lock. Bikes are stored on the rack and secured with a lock.

Bicycle Roadway Signs & Pavement Markings

Signs and markings are used to guide cyclists and inform drivers. Signs include 'Bike Lane', 'Bike Route', and 'Bike Share'. Pavement markings include 'Bike Lane' and 'Bike Route'.

Bicycle Route Map

The map shows various bicycle routes throughout the Birmingham area, including the 'Greater Birmingham Area' and 'Birmingham Metropolitan Transportation Study'.

Safety Equipment

Always wear a properly fitted helmet. Helmets should fit snugly on the top of the head in a level position and cover the top of the forehead extending down to about one inch above the eyebrows. The helmet should be able to slide back and forth on your head like a shell.

Share The Road

One Person Per Bike: Riding a bicycle is permitted only when carrying a child, age six or older, in an approved carrier or when riding on a bicycle path. Cyclists are not to be carried on a bicycle.

Use Hand Signals: Use hand signals to indicate stopping, turning, and changing lanes. Hand signals should be used in addition to the horn.

Exhausts are Dangerous: Using exhausts while cycling is dangerous. Exhausts should be used in a safe and legal manner.

Use Caution if Cycling on Sidewalks: Bicycles are prohibited on sidewalks except where local laws permit. Bicycles are prohibited on sidewalks except where local laws permit.

Obedient Traffic Signs and Signals: Bicycles must obey all local and state traffic laws, signs, signals, and other traffic control devices.

Never Ride Against Traffic: Bicycles should always be ridden in the same direction as traffic.

Use Lights at Night: Bicycles must have a front light and a rear light when riding at night.

Bicycling Tips: Scan the road ahead, use your rearview mirror, and use your horn to alert other cyclists.

Bike Route Information

Area	Direction	Municipality	Priority	Attraction/Destination (see p. 7 for more details)	Connections to City Routes
Area 1	East-West	Shelby County, Alabama	Priority 1	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Area 2	North-South	Shelby County, Alabama	Priority 2	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Area 3	East-West	Shelby County, Alabama	Priority 3	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Area 4	North-South	Shelby County, Alabama	Priority 4	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Area 5	East-West	Shelby County, Alabama	Priority 5	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Area 6	North-South	Shelby County, Alabama	Priority 6	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100
Area 7	East-West	Shelby County, Alabama	Priority 7	Shelby County, Alabama	Local Bus Route 1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 19, 20, 21, 22, 23, 24, 25, 26, 27, 28, 29, 30, 31, 32, 33, 34, 35, 36, 37, 38, 39, 40, 41, 42, 43, 44, 45, 46, 47, 48, 49, 50, 51, 52, 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100

Annual Events

January: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

February: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

March: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

April: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

May: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

June: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

July: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

August: Birmingham Marathon, Birmingham Triathlon, Birmingham Half Marathon, Birmingham 5K, Birmingham 10K, Birmingham 15K, Birmingham 20K, Birmingham 25K, Birmingham 30K, Birmingham 35K, Birmingham 40K, Birmingham 45K, Birmingham 50K, Birmingham 55K, Birmingham 60K, Birmingham 65K, Birmingham 70K, Birmingham 75K, Birmingham 80K, Birmingham 85K, Birmingham 90K, Birmingham 95K, Birmingham 100K.

Bicycling Transportation & Recreational Organizations

Local organizations provide resources and support for cyclists. Organizations include the Birmingham Bicycle Club, Birmingham Bicycle Association, Birmingham Bicycle Club, Birmingham Bicycle Association, Birmingham Bicycle Club, Birmingham Bicycle Association.

Local Assembly

Local assembly meetings provide a forum for cyclists to discuss local issues and concerns. Meetings are held regularly and are open to all cyclists.

A.4 Canandaigua Regional Transportation Plan: Summary of Recommendations

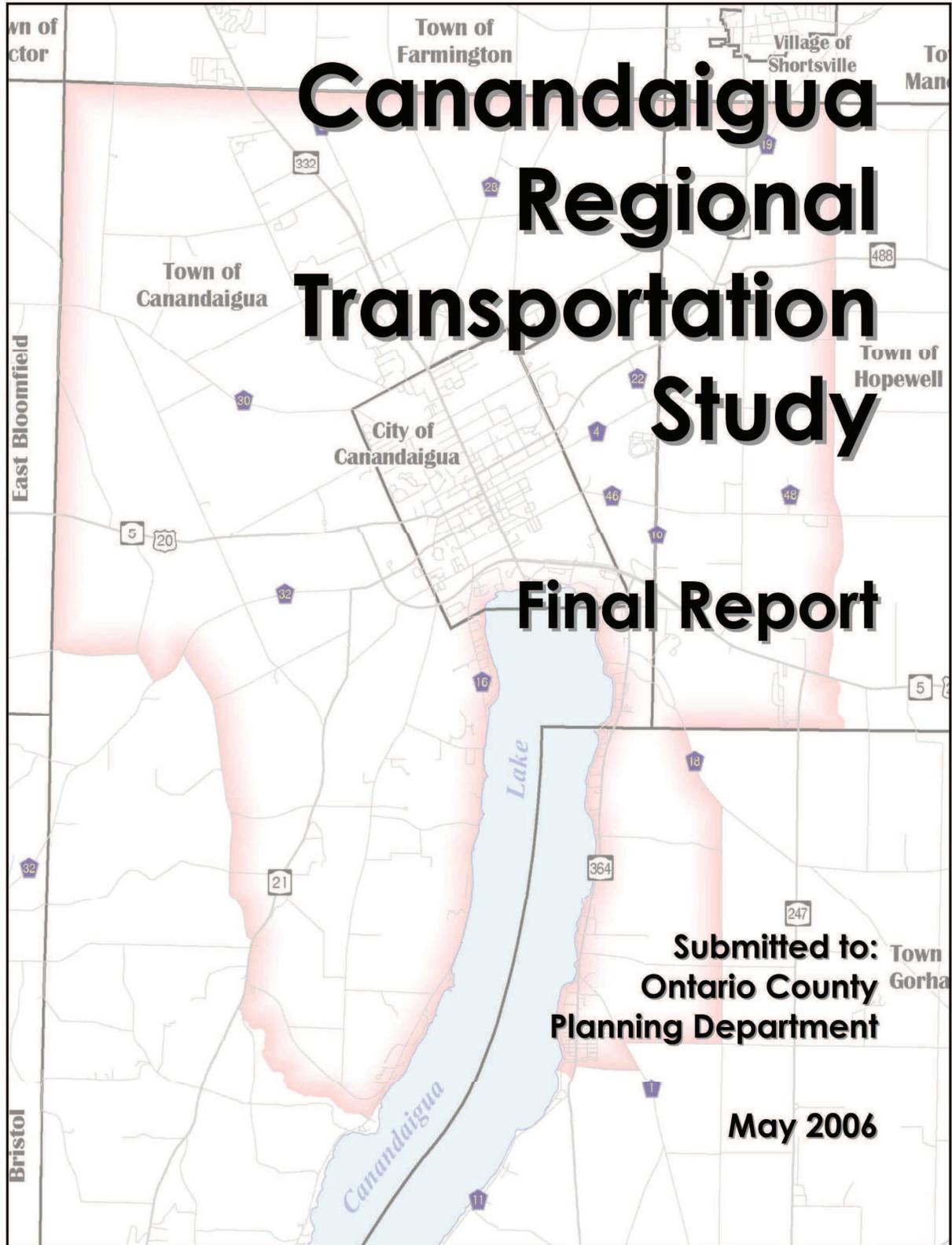


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APPENDICES

Appendix A—Public Input

- Focus Group Meeting Notes
- Study Area Goals

Appendix B—Traffic Data

- Traffic Counts
- Turning Movement Diagrams

Appendix C—Additional Economic Development Information

Appendix D—Bypass Analysis

Appendix E—Cost Estimates

EXECUTIVE SUMMARY

The Canandaigua Regional Transportation Study focuses on the regional transportation conditions and needs of the northwestern portion of the County, including the City of Canandaigua, large portions of the Town of Canandaigua, the western portion of the Town of Hopewell, and the northwestern portion of the Town of Gorham. This is collectively defined as the Greater Canandaigua Area for the purposes of this Study.

The Canandaigua region is growing in popularity as a place to live, visit and do business. The area's cultural resources, the appeal of the City's traditional Main Street, and the presence of natural and scenic resources are attracting increasing numbers of residents, visitors and employers. The greater Canandaigua area is also effectively connected to major employment centers within the County (e.g. Victor) and outside the County (e.g. City of Rochester and Monroe County). The region is conveniently served by Thruway Exits 46 and 47 as well as SR 332 and SR 21, which are major north-south thoroughfares.

Growth in employment, high quality schools, lower land costs, and convenience to shopping and employment centers have moved Northwest Ontario County to the forefront of development in the Greater Rochester Area. While substantial residential and commercial growth has been concentrated in the Town Victor, the greater Canandaigua area has also experienced increased demand over the last five to ten years. Development pressure is expected to increase in the study area over the next decade.

The Canandaigua Regional Transportation Study examines the transportation impacts and needs related to anticipated future growth. The Study examines issues related to transportation, land use, and economic development and proposes goals and objectives to guide future policy and capital investment within the region.

STUDY PURPOSE

Ontario County, in cooperation with the City of Canandaigua, the Towns of Canandaigua and Hopewell, the NYS Department of Transportation and the Genesee Transportation Council, conducted an extensive evaluation of transportation needs in the Canandaigua Region. This effort identified improvements to the regional transportation system that are needed to adequately manage existing and future economic and land use development, as well as associated traffic safety concerns.

The Study sought input from stakeholders, community leaders, local experts and the community at large, helping to ensure that the process and products were based on a local knowledge base of the transportation issues at hand. An existing conditions assessment was completed that included an evaluation of current transportation system operation and safety. In addition, the Report assesses current natural, demographic and land use conditions within the study area. An economic analysis was also conducted to determine commercial and industrial development potential. This information provides an understanding of how future growth can impact the transportation system.

Summary of Findings

Eight projects were identified as priorities for future improvements to the road network in the region. Based on existing and projected levels of service and Annual Average Daily Traffic (AADT) counts, enhancements at these locations are needed to ensure the effective functioning of the area's transportation system. Additionally, the Study recommends specific improvements to the public transit system, the regional trail system, and pedestrian safety. The details of these improvements are addressed in Section 6 of this Report.

The analysis conducted as part of this Study determined that a bypass around the City of Canandaigua is neither necessary or appropriate in the next 5-10 years. According to the model developed for this Study, the anticipated increases in traffic congestion are more effectively addressed by other intermediate improvements identified by this Report. However, future examination of the need for a bypass is suggested as a long-term recommendation, and should be considered again if significant growth occurs beyond the projections provided in this Study.

The Report includes several improvements for the City of Canandaigua Central Business District which will enhance pedestrian safety. These improvements align with the economic, social, and community safety goals of the County and local municipalities.

SECTION 6—IMPROVEMENT ALTERNATIVES

The alternatives examined respond directly to the data collected and analysis conducted related to transportation, land use and development issues present in the study area and surrounding region. The future improvements outlined and reviewed in this section pertain to four key areas:

- Bypass Options
- Intersection Improvements
- Main Street Pedestrian Improvements
- Multi-Modal Enhancements

The following section includes an examination of the alternatives developed as a result through the Study process.

6.1 BYPASS OPTIONS

Throughout the planning process, bypass options were presented and discussed as potential solutions for current and perceived traffic congestion along SR 332 in the City of Canandaigua. The purpose of constructing a bypass around the east, west, or both sides of the City of Canandaigua would be to provide congestion relief for SR 332 (Rochester Road and Main Street) and an alternative route for through traffic. A travel demand model based on existing regional modeling and projections developed as part of this study was used in the evaluation of each proposed bypass alternative. The model, based in TransCAD, develops travel demand forecasts for the 2002 and 2025 PM peak hours. The model was used to study the existing (2002), future (2025) no-build, and future (2025) build (with bypass) conditions. Adjustments to the model were made based on updated socio-economic data for more refined traffic analysis zones (TAZs) within the 2025 model.

The model evaluation focused on the impact of each alternative with respect to three measures-of-effectiveness (MOEs): vehicle miles traveled (VMT), vehicle hours traveled (VHT), and vehicle hours of delay (VHD). A study of the MOEs helped to identify the regional impact of each alternative with respect to reduction in the distance the public would have to travel to reach a desired destination (VMT), the time required to make a trip (VHT), and the amount of delay that would be encountered while traveling (VHD). To supplement the study of these MOEs, the model was also used to evaluate the shift in traffic patterns that would occur if a bypass was constructed.

In addition to evaluations prepared using the travel demand model, an intersection-level analysis was completed for the SR 332/Routes 5&20 intersection using Synchro and aaSidra software. This intersection was evaluated as a conventional signalized intersection as well as a modern roundabout. Intersection level of service and delay were developed and are reported for each scenario studied.

A. Bypass Alternatives

Four bypass alternatives are described below and are shown in Map 6.1-1:

No-Build Alternative

The 2025 GTC model was run without the addition of a bypass. Consistent with other alternatives studied, updated and refined land use data forecasted for 2025 was loaded onto the network to develop future traffic volumes.

Alternative A (East Bypass)

This alternative examined the effect of the construction of a bypass to the east of downtown Canandaigua. The East Bypass would extend northeasterly on Routes 5&20 (Eastern Boulevard) on the south and follow CR 10 to CR 4. Between CR 4 and North Road, a new section of road would be constructed. North of North Road, the bypass would utilize Allen and Emerson Roads until reaching SR 332. The bypass was assumed to be two lanes with a 45 miles per hour (mph) speed limit for the combination of roads.

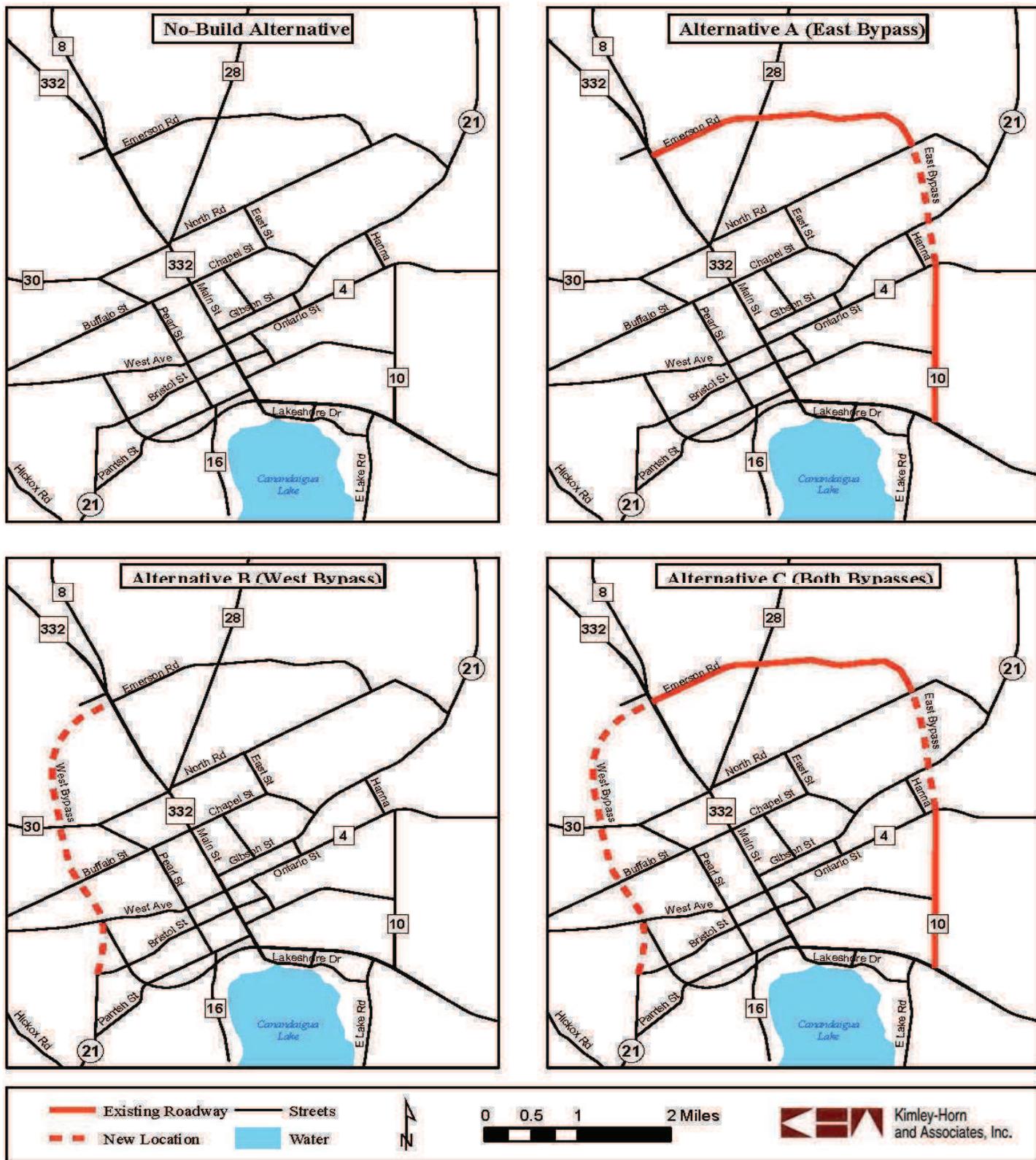
Alternative B (West Bypass)

This alternative examined the effect of the construction of a bypass to the west of downtown Canandaigua. The West Bypass would extend southerly from CR 332 north of the City. It would start with Thomas Road heading west and then turn south on new alignment near the airport and cross CR 30, Buffalo Street, and West Avenue. The bypass would tie into CR 32 and SR 21 at its south terminus. The bypass was assumed to be two lanes with a 45 mph speed limit.

Alternative C (both bypasses)

This alternative examined the effect of having two bypasses around downtown Canandaigua—one to the east (Alternative A) and one to the west (Alternative B). In this alternative, both bypasses were assumed to be two lanes and have a speed limit of 45 mph.

Map 6.1-1



B. Evaluation of Alternatives

Alternatives were evaluated on a system and corridor basis. The system evaluation considered the effect of the bypass on the entire model network, whereas the corridor evaluation studied the effect of the alternatives on SR 332. The system was evaluated by computing the differences in VMT, VHT, and delay between alternatives. The corridor was evaluated through a study of total volume, average speed, and vehicle delay differences on SR 332 between Routes 5&20 and Emerson Road. The technical memorandum containing the detailed evaluation is included in Appendix D of this Study.

C. Summary of Findings

A bypass around the east, west, or both sides of the City of Canandaigua would likely provide long-term traffic benefits, such as reducing traffic volumes on Main Street. However, in the near term, additional analysis of potential construction costs should be conducted to weigh these benefits against the potential costs. Based on forecasts from the regional model, significant traffic increases (i.e., greater than 20 percent) are not expected in the next 20 years. While a bypass may be a suitable long-term improvement, there are a number of near-term measures that could be implemented. These measures have the potential to improve traffic operations in the City while maintaining the character of SR 332 as Main Street in Canandaigua. In addition, the US Environmental Protection Agency designated the six-county Metropolitan Statistical Area as being a non-attainment of federal standards for ground-level ozone. As such, the construction of any new roads would require much more stringent standards to be met in order to qualify for federal funding.

6. 2 INTERSECTION IMPROVEMENTS

Seven critical intersections (taken from Table 5.2-1) were identified in the study area as high priorities for future improvements (see process outlined on page 93):

Intersection	Project Alternative # (see Map 6.2-1)
Routes 5&20 @ Cooley Road	1
SR 21 @ SR 488 and Schutt Road	2
CR 10 @ CR 46	3
Routes 5&20 @ CR 10	4
SR 332 @ Routes 5&20	5
CR 4 @ CR 10	6
CR 4 @ CR 22	7

Map 6.2-1 illustrates their locations within the study area, and the subsequent eight pages contain preliminary concept plans for each intersection. The concepts provide current and projected operations, illustrations, and narrative describing the conceptual improvements, project considerations and preliminary cost estimates. Each intersection contains a brief overview of the following elements:

Problem Identification

A brief description of current and/or future safety and operation failures as well as other conditions (pedestrian access, land use, etc.) that warrant future improvement and enhancement.

Proposed Improvements

A summary of recommendations for improving intersection operation and safety.

Multi-modal Options

A review of opportunities to improve bike, pedestrian or transit access at the location, if any exist or are needed.

Environmental, Economic, Quality of Life

Archeological sites, historic places, wetlands and hazardous waste sites proximate to the intersections could affect the timing, cost or feasibility of a proposed improvement. These issues, identified in Map 6.2-2, are addressed for each of the proposed concepts.

Preliminary Cost Estimate

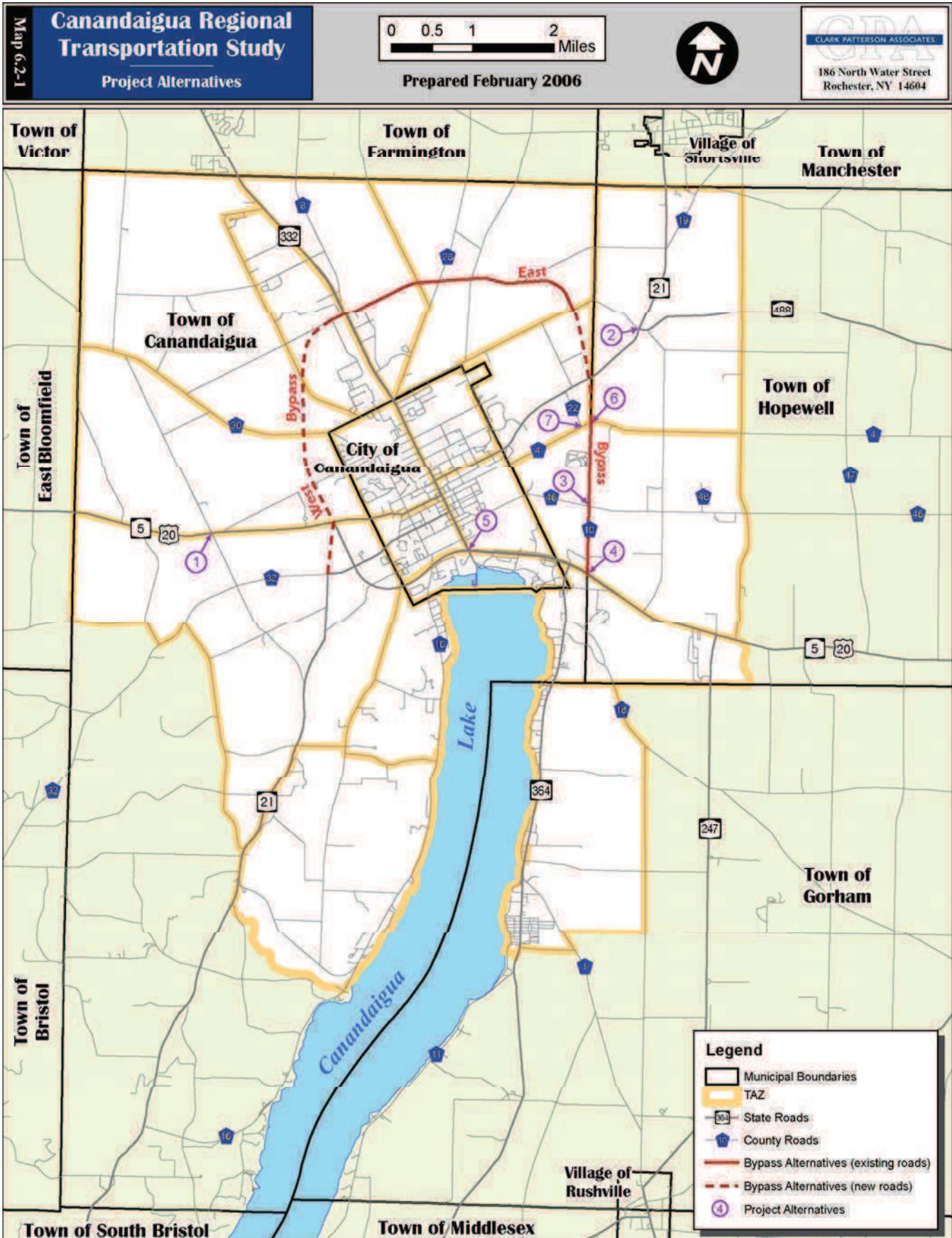
A preliminary cost estimate has been provided for each proposal. Estimates are based on 2005 NYSDOT Average Weighted Unit Bid Price, except for roundabout estimates, which were based on similar NYSDOT projects. The cost estimates do not include costs associated with environmental issues (e.g. hazardous waste and wetlands) or right-of-way acquisition.

Anticipated Benefit

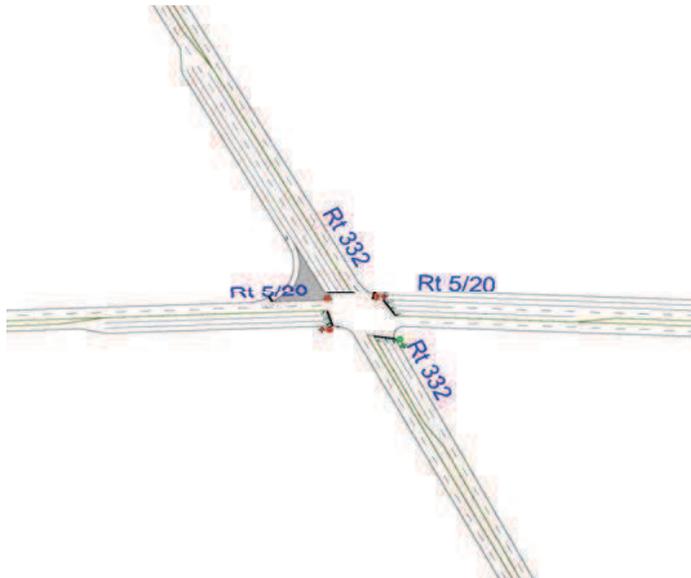
A summary of benefits resulting from proposed improvements.

These elements of the conceptual plans were incorporated in the improvement ranking addressed in Section 7 of this Report. It should be noted that proposed improvements at each of the intersections were developed to support NYSDOT standards and guidelines.

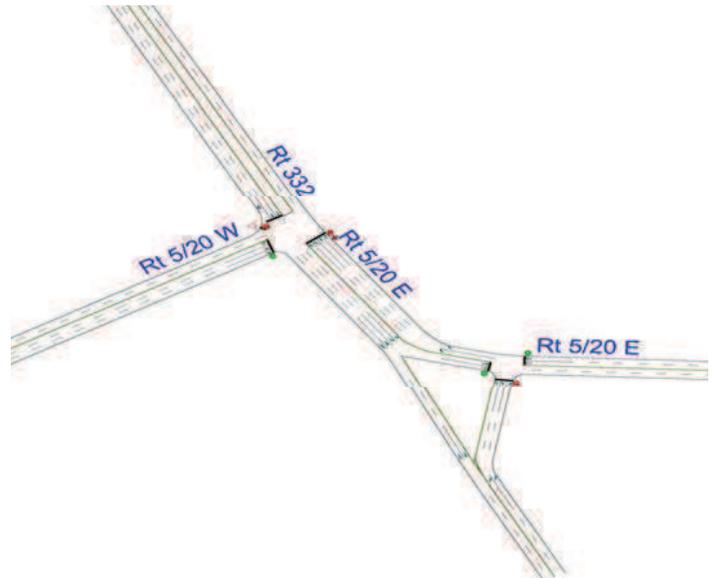
Ultimately, these conceptual plans will assist the County and municipalities with future capital improvement decisions as well considerations for future roadway reconstruction projects undertaken by NYSDOT.



5. SR 332 AT ROUTES 5&20



EXISTING



PRELIMINARY CONCEPT

Problem Identification

This intersection is the confluence for all major travel through the City of Canandaigua and this region. As such, it services very high traffic volumes throughout the year with sharp increases in tourist and recreational traffic during the summer months. It provides for major goods movement through the region and serves as a gateway to the northern lakeshore of Canandaigua Lake. Traffic is expected to increase from both significant local developments (e.g. New York State Wine & Culinary Center) and regional growth in traffic. Long signal cycle lengths and future 2025 traffic conditions yield unacceptable LOS F delay conditions overall and most adversely for the southbound left-turns from SR 332 to eastbound Routes 5&20.

A total of 45 accidents were identified at this intersection for the period covering 06/97—05/02. This equates to a 0.52 intersection accident rate, which is **marginally above** the 0.46 state-wide average for this type intersection. *Four (4) ped/ bike related accidents occurred at this intersection.* Signal improvements have been made to this intersection since the years in which the accident data were collected.

Traffic Operations/Level of Service Results

Intersection Name	Existing		2025 No Build		2025 Build		
	Delay	LOS	Delay	LOS	Delay	LOS	
Rt. 5/20 & Rt. 332 (S)							
EB	L	73.2	E	73.4	E	n/a	n/a
	TR	65.3	E	89.0	F	n/a	n/a
WB	L	73.3	E	73.6	E	n/a	n/a
	T	51.1	D	53.2	D	n/a	n/a
	R	18.0	B	20.2	C	n/a	n/a
	NB	L	41.8	D	51.4	D	n/a
	TR	43.5	D	51.1	D	n/a	n/a
	SB	L	79.5	E	166.4	F	n/a
T		54.4	D	83.2	F	n/a	n/a
	R	33.7	C	37.3	D	n/a	n/a
Overall		53.4	D	69.9	E	n/a	n/a
Route 332 & Rt. 5/20 (S)							
EB	L	n/a	n/a	n/a	n/a	46.0	D
	R	n/a	n/a	n/a	n/a	29.6	C
NB	L	n/a	n/a	n/a	n/a	37.1	D
	T	n/a	n/a	n/a	n/a	2.6	A
SB	TR	n/a	n/a	n/a	n/a	34.3	C
Overall		n/a	n/a	n/a	n/a	n/a	C
Lakeshore Blvd. & Rt. 5/20 (S)							
EB	T	n/a	n/a	n/a	n/a	14.4	B
WB	T	n/a	n/a	n/a	n/a	18.5	B
NB	L	n/a	n/a	n/a	n/a	38.7	D
	R	n/a	n/a	n/a	n/a	18.9	B
Overall		n/a	n/a	n/a	n/a	n/a	C

S/U: Signalized/Unsignalized

5. SR 332 AT ROUTES 5&20 (CONT'D)

Proposed Improvements

Future improvements needed to address 2025 conditions:

- ▶ Intersection reconfiguration to create separate Routes 5&20 West-SR 332 intersection and Routes 5&20 East/Lakeshore Boulevard-SR 332 intersection
- ▶ New traffic signals with crosswalks and pedestrian signal indications at each intersection
- ▶ Continuation of Main Street median treatment with pedestrian refuge at the SR 332/Routes 5&20 W intersection
- ▶ New sidewalks and bike lanes linking both intersections
- ▶ Gateway pocket park treatment in newly created triangle area at Routes 5&20 East/Lakeshore Boulevard/SR 332 intersection

Multi-modal Options: The project will enhance pedestrian safety and mobility and better accommodate bike lanes with two downsized intersections with reduced pavement widths, a pedestrian refuge median treatment, and simplified traffic movements and signal phasing .

Environmental, Economic, QOL: The project is situated in a potentially sensitive archeological area; it likely impacts adjacent state wetlands and a potentially hazardous waste site adjacent to the project area. Significant air quality improvements are anticipated with reduced delay and idling emissions. The project will serve to sustain significant local and regional growth and development as well as enhance travel, safety, and aesthetics for local, visitor, recreational, and commercial traffic through the region. The downsizing of the existing and expansive intersection and reconfiguration into two smaller, more context appropriate intersections, will provide improved community continuity, both visually and functionally, between Main Street and this southern part of the City.

Preliminary Cost Estimate: Total cost estimate for improvements is \$1,465,000, includes a 25% contingency. The cost estimate factors in the potentially significant land acquisition required for this option.

Anticipated Benefit: Recommended improvements will improve operating and delay conditions to LOS C or better on all approaches. Improvements will increase safety and enhance the non-motorized transportation options in the city.

6.3 SEGMENT IMPROVEMENTS

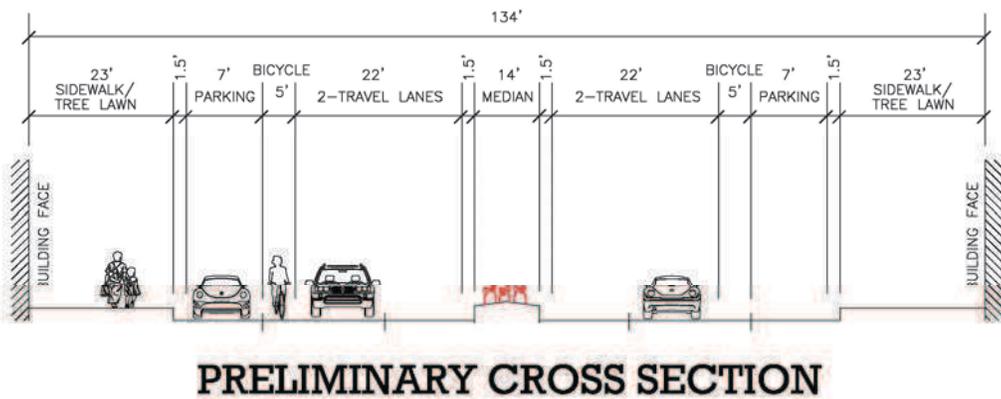
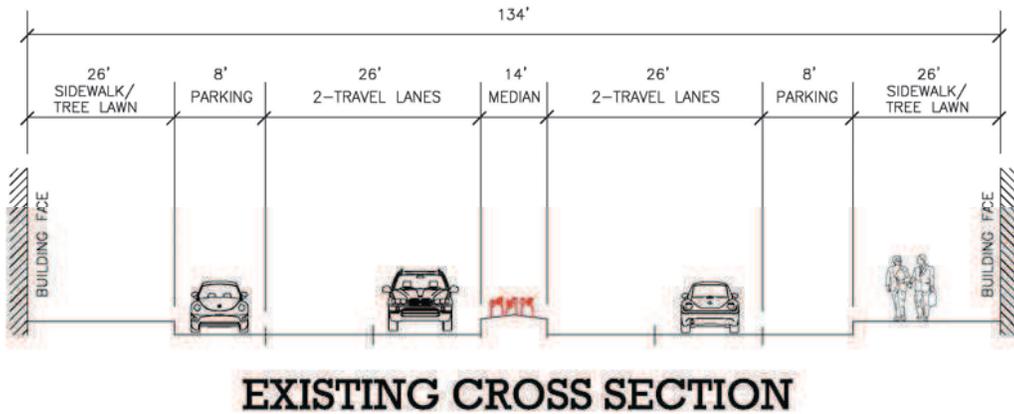
Main Street Pedestrian Enhancements

Pedestrian access along SR 332 in the City of Canandaigua was identified as a critical concern, particularly in the Central Business District located between North Street and Routes 5&20.

The City of Canandaigua recently completed a comprehensive analysis of all Main Street's sidewalks. Based on location and proximity, the City has decided to eliminate three non-signalized (mid-block) crosswalks and to improve the existing mid-block crosswalks. The planned improvements are illustrated in Map 6.3-1. The City has indicated that it will work with transportation experts from NYSDOT or the Genesee Transportation Council (GTC) to design improvements that increase pedestrian safety.

In keeping with the City's desired course of action, this Study has identified a series of improvements that can be made to improve pedestrian access. The details of those improvements are provided in the conceptual improvement plan on the following pages. Map 6.3-2 highlights current crosswalk conditions as well as existing and planned trails on and near the Main Street area.

MAIN STREET - SR 332



Problem Identification

Wide travel lanes in the corridor contribute to higher travel speeds, presenting safety issues and detracting from the pedestrian scale environment. High traffic volumes and multi-lane roadway traffic operations contribute to driver inattention and reduced visibility to detecting pedestrians crossing Main Street. There are no bicycle lane provisions linking downtown to the Canandaigua Lake recreational area.

A total of 14 pedestrian accidents were identified on SR 332 between Routes 5&20 and the north city line. Five(5) of these accidents occurred at Bristol Street, and two(2) each at SR 332 and W. Gibson Street, Howell Street, and Fort Hill Avenue. One fatality occurred at Fort Hill Avenue involving a southbound vehicle and westbound pedestrian. A total of 378 vehicular accidents were identified on this segment. This equates to an accident rate of 3.15 for this segment, which is **below** the 5.05 state-wide average for this type of roadway segment.

Proposed Improvements

Currently, Main Street carries approximately 30,270 vehicles per day (vpd) and is projected to increase to 33,905 vpd by 2025. The existing cross section between Parrish Street and West Avenue consists of two 13' travel lanes in each direction, a 14' center raised median, and 8' of parking space on each side. Proposed improvements include:

- Reduce travel lanes to 11' wide, retaining the 14' raised median
- Designated bicycle lanes on both sides of street, 5' feet wide

Canandaigua Regional Transportation Study
Main Street Pedestrian Access-Planned Improvements

Map 6-3-1

0 100 200 400 Feet

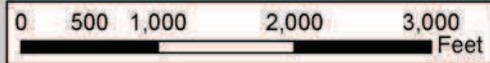
Prepared February 2006

CLARK PATTERSON ASSOCIATES
186 North Water Street
Rochester, NY 14604



Canandaigua Regional Transportation Study
Main Street Pedestrian Access-Recommended Improvements

Map 6.3-2



Prepared February 2006



CIPA
 CLARK PATTERSON ASSOCIATES
 186 North Water Street
 Rochester, NY 14604



MAIN STREET - SR 332 (CONT'D)

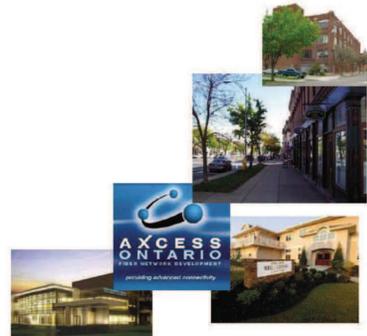
- Reduce on-street parking along both sides to 7' wide
- Create pedestrian refuge areas in median at designated crosswalks
- Supplemental pedestrian crossings with overhead warning signs on context appropriate poles; additional traffic calming treatments to include curb-bulb outs, enhanced crosswalks or surface treatments

Multi-modal Options: The proposed project will include bicycle lanes and traffic calming/pedestrian crossing improvements for increased pedestrian safety.

Environmental, Economic, QOL: The project is situated in a potentially sensitive archeological area; no adjacent state wetlands nor potentially hazardous waste sites are adjacent to the project area. Significant pedestrian safety improvements that support the high pedestrian volumes, particularly in the retail area of Main Street, are anticipated. The project will serve to sustain significant local and regional recreational and tourism needs and enhance travel, safety, and aesthetics for local, visitor, and recreational traffic in the City.

Preliminary Cost Estimate: Total cost estimate for improvements is \$2,000,000 which includes a 25% contingency.

A.5 Strategic Economic Development Plan: Recommendations



*The Canandaigua Economic
Development Partnership:
An Integrated Approach to Prosperity
The Strategic Economic Development Plan
for the City of Canandaigua, NY*

March 2012

	rolling average from the sample.) http://factfinder2.census.gov	
Planned Investment in Commercial and Industrial Construction	City of Canandaigua Building Permits from the City Building Inspection Department	Comparable data is not readily available from the Benchmark communities.

Metrics should also be used to monitor progress on each of the recommendations in the SEDP. In this case, it is useful to compile both activity metrics and outcome metrics. The table below provides activity and outcome metrics for each of the recommendations listed above.

<u>Recommendation</u>	<u>Activity Metrics</u>	<u>Outcome Metrics</u>
A-1. Create Position of Economic Development Director	Position approved & funded by City Council	Economic Development Advisory Council Formed
A-2. Provide Business Retention & Expansion Services for firms located in the City	Develop BR&E program in concert with OCOED program	Number of enterprises & employees in target industries as reported annually by NYSDOL compared to similar measures for communities included "benchmark" analysis in Appendices
A-3. Use economic development tools to prepare and position sites for development/redevelopment	Incentives/financing arranged for sites	Value of new commercial and industrial construction as reported on City building permits Compared to previous year and to growth in Total Assessed Value in County
A-4. Work with the Chamber of Commerce and the Business Improvement District to promote business to business (B2B) opportunities.	Number of B2B events held/coordinated by Economic Development Director	Economic Development Director documents new buyer/supplier arrangements arising from the events.
A-5. Focus on Quality of Life Issues to Build Competitive Advantage.	Economic Development Director advocates for Qof L measures described in SEDP	
A-6. Continually Strengthen the Business Climate in the City.	Zoning & Codes Task Force Formed	Task Force Recommendations Adopted by City
Sector-Specific Recommendations		
B-1. Recommendations for the Retail/Tourism Sectors:		

City of Canandaigua Economic Development Partnership

<u>Recommendation</u>	<u>Activity Metrics</u>	<u>Outcome Metrics</u>
Strengthen physical/programmatic links between City's downtown merchants and Lakefront as well as the wineries and culinary tourism opportunities	Comprehensive Events Calendar Created	Number of Events and Number of Attendees reported on Events Permits compared to previous year
Maintain liaison with major destinations: CMAC, NYWCC, FLCC, Historic Sites, etc. as well as the Finger Lakes Visitors Connection	Economic Development Director meets with these organizations as part of BR&E effort	Reported attendance at destinations.
Work with Chamber and other organizations to coordinate major events and festivals in the City	Comprehensive Events Calendar Created	Number of Events and Number of Attendees reported on Events Permits compared to previous year
Oversee/encourage catalytic projects such as:		
Re-use of the former Labelon Building	Re-use plan created in cooperation with the property owner	Building is put into use
Coordination of Lakefront Development with Downtown development	Working with CADC and BID, Economic Development Director defines expected role each will play in tourism & retail experiences in Canandaigua	Economic Development Director can document how developments and activities in these two areas have been designed to be complementary
Eventual re-use of the former Wegman's parcel at the intersection of 5 & 20 and South Main Street	Economic Development Director works with property owner on reuse	Physical design and eventual uses on property serve as link between Downtown & Lakefront
Creation of pedestrian district near old Railroad Station on Ontario Street	Economic Development Director works with property owners on reuse	Pedestrian district created that links to Downtown & enhances downtown experience
B-2. Recommendations for Manufacturing and Business Services Sectors:		
Create "early warning" system to meet needs of large employers (e.g., SSTCC, Constellation & GateHouse Media). The City's business retention and expansion efforts should be focused on this issue.	Business Retention & Expansion effort focuses on major employers in first year	Economic Development Director provides report on issues facing employers and steps taken to address them.
Focus efforts on easing the process of expanding existing businesses and/or attracting new ones to improve likelihood of economic diversification.		
Assembling sites and "shepherding" major projects, particularly those involving re-use of industrial properties in the Southeast of the City	Economic Development Director assembles re-use project in Southeast corner as defined in SEDP appendices.	Site is converted to commercial/industrial reuse.
Interacting with SSTCC to ensure they remain healthy and to maximize the potential spin-offs spin off into the City	Economic Development Director establishes regular communication with SSTCC management.	At least one SSTCC spin-off is created in City within 3 years.

Recommendation	Activity Metrics	Outcome Metrics
Creating a conduit for FLCC services/programs to flow into the City	Economic Development Director establishes regular communication with FLCC leadership	FLCC expands training/SBDC offerings in City. City & FLCC coordinate activities around Woodsman Competition to bring some activity downtown. New business opportunities are identified for City businesses to serve FLCC students & faculty.
Creating a liaison with Ontario County Office of Economic Development and the Greater Rochester Enterprise for external marketing of City sites	Economic Development Director works with OED and/or GRE on external marketing	At least one new business is attracted to City every 2 years beginning in Year 3.
Foster expansion of telecommuting/knowledge worker opportunities by fostering 3 rd places in the City and maximizing connections to Axxess Ontario	Economic Development Director works with City, Axxess Ontario and Property owners to develop a "3rd place."	"3rd Place" is created in Downtown area.
B-3. Recommendations for the Health Services Sector:		
Improving communication especially with regards to making sure that Canandaigua's residents are aware of the health services available in the area.	Work with Chamber, BID, City and Health Care providers to create activities that foster greater community awareness of the role health care plays in the City.	During BR&E visits, Health Care providers report greater usage of local services by City residents
Making sure that the health sector continues to grow in order to stay competitive and meet the needs of the region.	Working with health care providers to advocate with State and Federal agencies for expanded services	At least one significant expansion or attraction of a health-services enterprise in 3 years involving at least \$500,000 in investment.
	As needed by health care organizations, Identifying sites for expanded health care services	Completion of expansion/attraction for health services organization in the City.
	As indicated by market opportunities, developing Senior Home Care services to offset costs of traditional nursing homes and providing new opportunities in the health care sector.	Successful development of new senior home care services and housing options in the City.
Seek ways to integrate health, wellness, and economic vitality in order to create the highest possible quality of life. This will benefit the community as a whole, while also highlighting the importance of the health care sector in Canandaigua.	Work with Chamber, BID, City and Health Care providers to promote Canandaigua as a "healthy city" as a way to market the City to attract business & talent.	

A.6 Recommendations of the Tree Advisory Board

Urban Forest Master Plan

City of Canandaigua, NY

Prepared by:

City of Canandaigua Tree Advisory Board

Chris Dorn, Parks & Recreation Supervisor and City Arborist

Bill Mehls

Laura Ouimette

David Poteet

Torsten Rhode

Bernadine Ticonchuk

June, 2013

Introduction

The City of Canandaigua, New York has a proud history of creating and supporting a strong and vibrant community tree program. Initial progress was led by philanthropist Mary Clark Thompson in the early 1900s. Many of her most lasting contributions included the selection and planting of signature trees in many of our city parks and neighborhoods – in and around Sonnenberg Park, Charlotte Street, and the Village Square, as well as many other public spaces. Our city streets display a wide variety of well-managed trees, with an increasingly diverse mixture of young and old trees of varying species, planted and cared for under the direction of professional arborists and skilled technicians. Our urban forest is a defining characteristic of life in Canandaigua. Its protection and enhancement is a major objective of the 2013 Canandaigua Comprehensive Plan.

In order to protect this legacy, Mayor Ellen Polimeni appointed the first Tree Advisory Board in early 2011 to solidify our standing as a Tree City USA. In 2013, Canandaigua celebrated its 21st year as a Tree City USA, and was specifically recognized with another Tree City Growth Award for demonstrating environmental improvement and a higher level of tree care.

The Tree Advisory Board quickly integrated its activities and findings on many City initiatives, most notably in the preparation of an updated Comprehensive Plan in late 2012 and 2013. The Comprehensive Planning process requires careful attention to the establishment of goals and objectives for each of the City's primary vision elements. It quickly became clear that in order to protect and enhance our urban forest for many generations, the development of an Urban Forest Master Plan was essential.

This document captures the present state of our urban forest, highlights objectives and needs for this important resource, and presents a proposed plan of action and budget guidelines to execute this plan.

We appreciate the opportunity to provide input for such a significant and lasting asset.

Vision and Goals

1. The City of Canandaigua will maintain and enhance its status as a Tree City USA.
2. The City will employ a Certified Arborist (the “City Arborist”) to manage the urban forest and execute the Urban Forest Master Plan.
3. Our urban forest will be well planned and expertly managed to maintain and enhance the character and attractiveness of our historic community.
4. Tree species and planting locations must be selected to maintain visual compatibility with our historic neighborhoods and surroundings, and with adjacent trees.
5. The protection and enhancement of the urban forest will be a primary consideration in planning and executing infrastructure projects.
6. The City Arborist and Tree Advisory Board will maintain strong relationships with local utilities to protect our urban forest assets.
7. Planning and response to natural and manmade threats will be timely and thoughtful, as the result of formal project planning and problem solving processes.
8. The City will educate and inspire residents to protect and maintain the urban forest on both public and private property.

Benefits of Urban Trees

We benefit from the presence of trees in many ways.

1. Privacy
2. Screen unsightly areas
3. Protect pedestrians from vehicular traffic
4. Improve air quality
5. Remove particulate matter from the air
6. Remove harmful gases such as carbon dioxide, carbon monoxide, sulfur dioxide and ozone
7. Give off oxygen
8. Roots capture storm-water runoff
9. Leaves attenuate storm-water runoff
10. Provide homes for wildlife
11. Save on fuel and air-conditioning costs
12. Increase property values by 5 to 20%
13. Beautify the city
14. Reduce noise pollution
15. Enhance outdoor urban spaces which, in turn, helps to build stronger communities

For more about the benefits of trees, visit the International Society of Arboriculture at www.treesaregood.org

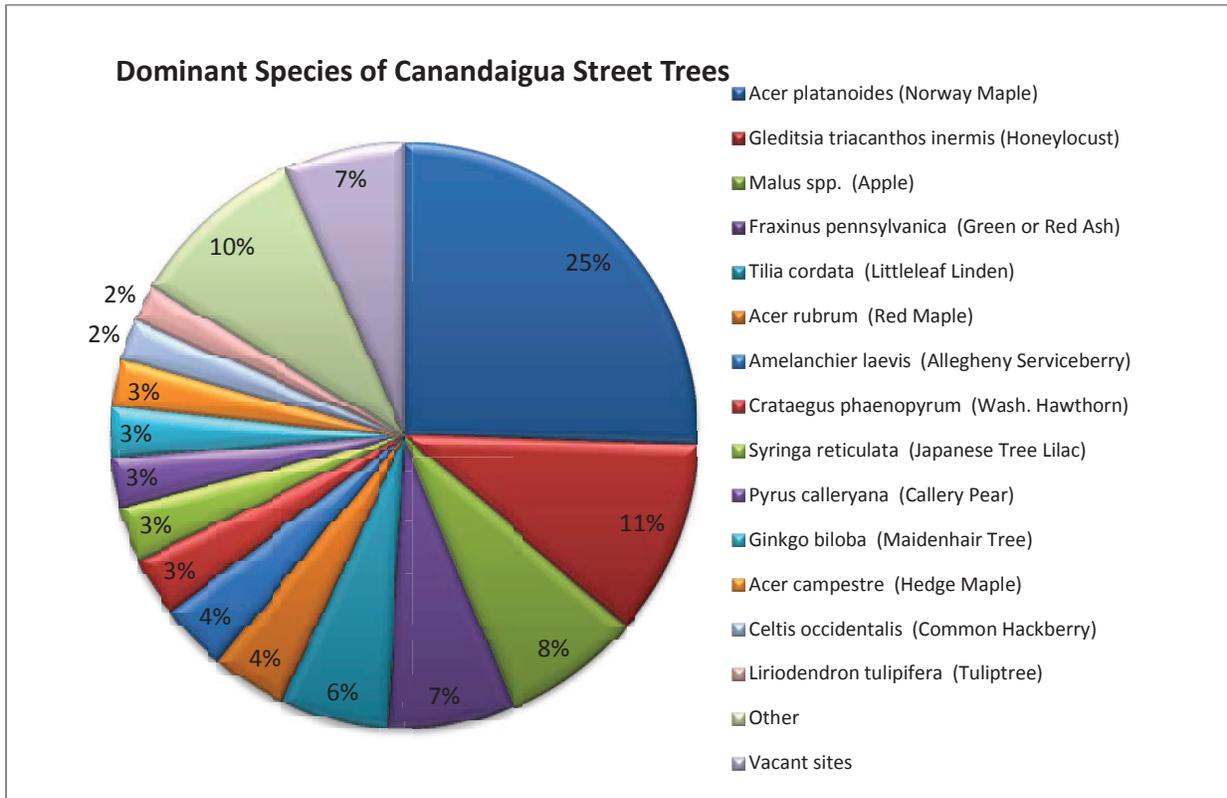
Specific financial benefits of trees can be calculated at <http://www.treebenefits.com/calculator/ReturnValues.cfm?climatezone=Northeast>

City of Canandaigua Tree Inventory

The City of Canandaigua manages over 4,500 trees in municipal parks, common areas, and city rights of way. About 4,000 of these are Street Trees.

Species Distribution of Canandaigua Street Trees

Current:



Desired:

Communities such as Ithaca often specify numerical targets for the composition of the urban forest, such as no more than 5% of any single tree species. Canandaigua's goal is not a specific percentage, but to strive for diversity and visual compatibility with other trees and their surroundings. Guidelines for doing so are included in such documents as, "Visual Similarity and Biological Diversity: Street Tree Selection and Design" (Bassuk, Trowbridge, and Grohs), which is attached in the Appendix.

Condition Assessment and Management Needs

The City of Canandaigua Tree Inventory identifies the condition of each tree, and guides the annual activities for tree removal, replacement, pruning, and other maintenance activities.

Urban Forest Management Recommendations to Meet the Vision and Goals:

In order to meet the Vision and Goals of this Urban Forest Master Plan, the following Management Recommendations are defined:

1. The City of Canandaigua shall maintain and enhance its status as a Tree City USA
 - 1.1. The City shall follow the Four Standards of Tree City USA.
 - Tree Board or Department
 - Tree Care Ordinance
 - Community Forestry Program with an annual budget of at least \$2 per capita
 - Arbor Day Observance and Proclamation
 - 1.2. The City will aspire to Sterling Tree City USA designation by earning Tree City Growth Awards for 10 years (www.arboday.org/programs/treecityusa/growthawards.cfm and www.arboday.org/programs/treecityusa/eligibility.cfm). Tree City Growth Awards are achieved by earning points in the areas of
 - Education and Public Relations
 - Partnerships
 - Planning and Management
 - Tree Planting and Maintenance
2. The City will employ or retain a Certified Arborist (the “City Arborist”) to manage the urban forest and execute the Urban Forest Master Plan. This position may be a full-time, part-time, contract, or shared position with other communities.
3. Our urban forest will be well planned and expertly managed to maintain and enhance the character and attractiveness of our historic community.
 - 3.1. The Tree Advisory Board and the City Arborist will identify historically or botanically significant areas of the urban forest for special protection. Guidelines and recommendations to provide this protection will be defined and revised as appropriate.
 - 3.2. All work standards and specifications shall take into consideration nationally validated standards such as ANSI A300 (Tree Care) and ANSI Z133.1 (Line Clearance), among others.

- 3.3. The City of Canandaigua Arboricultural Specifications and Standards of Practice (<http://ecode360.com/documents/CA2661/CA2661-633a%20Arboricultural%20Specs.pdf>) will be reviewed annually by the Tree Advisory Board and City Arborist for effectiveness and compliance with best practices and industry standards. Standards will also be reviewed to ensure that guidelines are clearly defined for tree removal and replacement.
- 3.4. The City Arborist shall prepare Annual Tree Removal and Pruning Plans based upon the City of Canandaigua Tree Inventory. These plans will be cooperatively reviewed each year with the Tree Advisory Board for advisory and communication purposes.
4. Tree species and planting locations must be selected to maintain visual compatibility with our historic neighborhoods and surroundings, and with adjacent trees.
 - 4.1. All tree selection and planting activities will be guided by such publications as, “Visual Similarity and Biological Diversity: Street Tree Selection and Design” (Bassuk, Trowbridge, and Grohs), which is attached in the Appendix. Additional planning and design guidelines may be developed and applied in a cooperative manner between the City Arborist and the Tree Advisory Board.
 - 4.2. The Tree Advisory Board will continue to be vigilant for updated information and best practices on this topic.
5. The protection and enhancement of the urban forest will be a primary consideration in planning and executing infrastructure projects.
 - 5.1. The protection of legacy trees shall be the initial assumption in conducting public works projects. Deviations from this assumption must be coordinated with the City Arborist and the Tree Advisory Board.
 - 5.2. The Tree Advisory Board and the Department of Public Works will work together to develop, update, and follow procedures and specifications for street reconstruction projects to specifically protect and enhance legacy trees and streetscapes (as per presentation attached in Appendix).

- 5.3. Protection of living trees during construction and other activities shall consider ANSI A300 standards.
 - 5.4. A preliminary Site Plan Review will be conducted by the City Arborist and the Tree Advisory Board to provide input to the City Planning Commission.
 - 5.5. An “after-action” assessment shall be conducted by the Department of Public Works and the Tree Advisory Board after key projects to measure the success of these specifications, and revise as necessary.
6. The City Arborist and Tree Advisory Board will maintain strong relationships with local utilities to protect our urban forest assets.
 - 6.1. A Forester from the appropriate utility companies will be invited by the Tree Advisory Board as an *ex officio* Member.
 - 6.2. The Tree Advisory Board and the City Arborist will coordinate with the utility companies to ensure historically or botanically significant areas of the urban forest receive special protection.
7. Planning and response to natural and manmade threats will be timely and thoughtful, as the result of formal project planning and problem solving processes.
 - 7.1. The City Arborist with the support of the Tree Advisory Board shall create and execute a best-in-class response plan to the Emerald Ash Borer threat.
 - 7.2. Similarly, proactively identify, and create contingency plans for other emerging threats to our urban forest.

8. The City will educate and inspire residents to protect and maintain the urban forest on both public and private property.
 - 8.1. The Tree Advisory Board and the City Arborist will develop strong partnerships with the Finger Lakes Community College (FLCC) as an educational resource. To strengthen this partnership, the Tree Advisory Board will include at least one member from the Finger Lakes Community College Department of Conservation and Horticulture.
 - 8.2. The City Arborist will utilize the Tree Advisory Board to communicate urban forest maintenance and replacement plans to the public.
 - 8.3. The City of Canandaigua website will be expanded to include specific Tree Advisory Board educational topics.
 - 8.4. The Tree Advisory Board, in coordination with the City Arborist and FLCC whenever possible, will develop and conduct educational programs and initiatives for trees and city landscapes.
9. The City Arborist will coordinate his or her drafts of annual budget requests with the Tree Advisory Board prior to their submission to the Director of Public Works. The minimum budget target for activities to support the urban forest shall be at least \$2 per capita, as outlined in Tree City USA guidelines.

A.7 Recommendations from the Farmers Market

THE CANANDAIGUA FARMERS MARKET

City Wide Concerns for the next 10 Years

Overview:

Location: Summer pavilion, winter behind Dalai Java Coffee Shop

History: The Canandaigua Farmers Market has been in existence for about 13 years.

Government: Uniquely, it is totally farmer run.

Demographics: All farmers must be within a 50 mile radius of Canandaigua.

Land Use:

The pavilion provides our summer venue for Saturday mornings, 1st* Sat. of June thru last Sat. of Oct.. The pavilion provides covered parking for residents of Main Street the rest of the time. This summer provided an interesting use of the pavilion. There was to be a "chalk drawing" event in Canandaigua and we had rain that Saturday. The organizers geared up and were ready to move into our spaces as we left. They white washed the pavement and then the artists took over. We had the most beautiful stalls for weeks after. I will never forget the next Saturday many people were afraid to walk on the drawings, they drew much attention because they had been so well done!

Vision:

A Locavore by definition by Wikipedia is, "a person interested in eating food that is locally produced, not moving long distances to market." I want to propose that people buy ALL they can locally!! I am struck with amazement every time I go down side streets, right around Main Street, at how many small businesses there are. I suggest BID develop a directory to be available at market that can inform locals and visitors about ALL of the great City of Canandaigua! Each of us should make a conscious decision every time we make a purchase, "Can I buy this locally!" How can a city or town survive if we do not patronize our own neighbors?

Goals:

To be a successful market that is an integral part of the city, bringing a small part of our farms to you each market day. We bring our goods but we also bring ourselves. We want to know our customers but they also want to know us. They want to know where their food is coming from, where it is grown and how it is grown. Most Americans meals come from 5 countries and come from an average of 1500 miles!! That should shock us all!

A.8 PUBLIC HEARING MINUTES

MINUTES OF THE CANANDAIGUA CITY COUNCIL MEETING
THURSDAY, AUGUST 1, 2013 7:00 P.M.
City Council Chambers
City Website: canandaiguanewyork.gov

Mayor Polimeni called the meeting to order at 7:00 PM

Pledge of Allegiance:

Roll Call:

Members Present: Councilmember Ward 2 David Winter
Councilmember Ward 3 Karen White
Councilmember Ward 4 Cindy Wade
Councilmember-at-Large Maria Bucci
Councilmember-at-Large William Taylor
Councilmember-at-Large James Terwilliger
Councilmember-at-Large Meg McMullen Reston
Mayor Ellen Polimeni

Members Absent: Councilmember Ward 1 David Whitcomb (Arrived 7:10 PM)

Also Present: City Manager David R. Forrest
Corporation Counsel Michele O. Smith
City Clerk-Treasurer Nancy C. Abdallah

Public Hearing: Public Hearing on the City of Canandaigua Comprehensive Plan

Mayor Polimeni called the public hearing to order at 7:00 PM

Mayor Polimeni stated that the Comprehensive Plan was under review since January by a Committee of City Residents and, City Council and staff.

No one was present to speak at the public hearing.

Mayor Polimeni closed public hearing at 7:01 PM

Review Core Values: Councilmember, Ward 4 Wade read the Community Core Values: As residents, city staff and appointed & elected officials of the City of Canandaigua, our decisions and actions will be guided by these core values: Responsive, Participatory Governance; Caring & Respect; Integrity; Heritage; Stewardship; and Continuous Improvement.

Approval of Minutes: Councilmember-at-Large Terwilliger moved for the approval of the Council Minutes of July 2, 2013. Councilmember-at-Large Taylor seconded the motion.

Vote Result: Carried unanimously by voice vote

Recognition of Guests:

MINUTES OF THE CANANDAIGUA CITY COUNCIL MEETING
THURSDAY, OCTOBER 3, 2013 7:00 P.M.
City Council Chambers
City Website: canandaiguanewyork.gov

Mayor Polimeni called the meeting to order at 7:00 PM

Pledge of Allegiance:

Roll Call:

Members Present: Councilmember Ward 1 David Whitcomb
Councilmember Ward 3 Karen White
Councilmember Ward 4 Cindy Wade
Councilmember-at-Large Maria Bucci
Councilmember-at-Large William Taylor
Councilmember-at-Large James Terwilliger
Councilmember-at-Large Meg McMullen Reston
Mayor Ellen Polimeni

Members Absent: Councilmember Ward 2 David Winter

Also Present: City Manager David R. Forrest
Corporation Counsel Michele O. Smith
City Clerk-Treasurer Nancy C. Abdallah

Public Hearing: Public Hearing on the 2013 Comprehensive Plan

Mayor Polimeni opened the public hearing at 7:01 PM. No one was present to speak to the 2013 Comprehensive Plan. Mayor Polimeni closed the public hearing at 7:05 PM

Review Core Values: Councilmember-at-Large Taylor read the Community Core Values: As residents, city staff and appointed & elected officials of the City of Canandaigua, our decisions and actions will be guided by these core values: Responsive, Participatory Governance; Caring & Respect; Integrity; Heritage; Stewardship; and Continuous Improvement.

Approval of Minutes: Councilmember-at-Large Terwilliger moved for the approval of the Council Minutes of September 5, 2013. Councilmember-at-Large Taylor seconded the motion.
Vote Result: Carried unanimously by voice vote

Recognition of Guests: No one present to speak

Committee Reports:

Environmental: Councilmember-at-Large Reston reported that the Environmental Committee met on September 12th, and discussed the following:

- Special Events:

A.9 ENVIRONMENTAL REVIEW

RESOLUTION #2013-079
A RESOLUTION DETERMINING THE ENVIRONMENTAL SIGNIFICANCE OF
AMENDING THE 2002 CITY OF CANANDAIGUA COMPREHENSIVE PLAN

WHEREAS, the City Council of the City of Canandaigua has prepared an amendment to the 2002 City of Canandaigua Comprehensive Plan in accordance with General City Law §28-a (aka “The Project”); and

WHEREAS, the City Council has reviewed the attached Environmental Assessment Form (EAF) for the proposed project, has identified the relevant areas of environmental concern, and has taken a hard look at these areas of concern; and

WHEREAS, upon review of the information recorded on the EAF and in consideration of the criteria for determining significance as set forth in NYCRR 617.7(c) (1), specifically the magnitude and importance of each impact, the City Council has reasonably determined that the proposed project will not result in a significant environmental impact.

NOW, THEREFORE, BE IT RESOLVED by the Canandaigua City Council that a SEQR Negative Declaration shall be filed in accordance with the requirements of the New York State Environmental Quality Review Act.

ADOPTED this 7th day of November, 2013

ATTEST:

Nancy C. Abdallah
City Clerk/Treasurer

State Environmental Quality Review
NEGATIVE DECLARATION
Determination of Non-significance

Project Number **Resolution #13-079**

Date: **November 7, 2013**

This notice is issued pursuant to Part 617 of the implementing regulations pertaining to Article 8 State Environmental Quality Review Act) of the Environmental Conservation Law.

The Canandaigua City Council, as lead agency, has determined that the proposed action described below will not have a significant environmental impact and that a Draft Impact Statement will not be prepared.

Name of Action: **City of Canandaigua Comprehensive Plan – 2013 update**

SEQR Status: Type 1

Unlisted

Conditioned Negative Declaration: Yes

No

Description of the Action:

**City of Canandaigua Comprehensive Plan.
Update of plan originally drafted in 2002.**

Location: Include street address and the name of the municipality / county.
A location map of appropriate scale is also recommended.

**City of Canandaigua
Canandaigua, New York
Ontario County**

Reason Supporting this Determination:

The Canandaigua City Council, acting as lead agency, has completed a Full Environmental Assessment Form (Parts 1 and 2), considered the range of potential impacts that might occur from the project.

The Comprehensive Plan consists of an inventory of existing conditions and value statements of the Canandaigua City Council in the form of a vision and goals, and then proposes approximately eighty recommendations. None of the recommendations, in the format presented, can be considered to have a significant adverse environmental impact. The adoption of the plan does not commit the city to implementing these recommendations. Many recommendations, if implemented, could result in significant impacts. However, the implementation of such recommendations, at a time when the details and specifics of such implementation are available, will require further environmental review subject to the State Environmental Quality Review Act.

If Conditioned Negative Declaration, provide on attachment the specific mitigation measures imposed, and identify comment period (not less than 30 days from the date of publication in the ENB)

For Further Information:

Contact Person: **Richard E. Brown, AICP**
City of Canandaigua
Director of Development and Planning
Address: **2 North Main Street**
Canandaigua, New York 14424

Telephone Number: **585-396-5000 ext. 5025**

For Type 1 Action and Conditioned Negative Declarations, a Copy of this Notice is sent to:

Chief Executive Officer, Town / City / Village of
Other involved agencies (if any)
Applicant (if any)
Environmental Notice Bulletin, Room 538, 50 Wolf Road, Albany NY 12233-1750

617.20
Appendix A
State Environmental Quality Review
FULL ENVIRONMENTAL ASSESSMENT FORM

Purpose: The full EAF is designed to help applicants and agencies determine, in an orderly manner, whether a project or action may be significant. The question of whether an action may be significant is not always easy to answer. Frequently, there are aspects of a project that are subjective or unmeasurable. It is also understood that those who determine significance may have little or no formal knowledge of the environment or may not be technically expert in environmental analysis. In addition, many who have knowledge in one particular area may not be aware of the broader concerns affecting the question of significance.

The full EAF is intended to provide a method whereby applicants and agencies can be assured that the determination process has been orderly, comprehensive in nature, yet flexible enough to allow introduction of information to fit a project or action.

Full EAF Components: The full EAF is comprised of three parts:

- Part 1:** Provides objective data and information about a given project and its site. By identifying basic project data, it assists a reviewer in the analysis that takes place in Parts 2 and 3.
- Part 2:** Focuses on identifying the range of possible impacts that may occur from a project or action. It provides guidance as to whether an impact is likely to be considered small to moderate or whether it is a potentially-large impact. The form also identifies whether an impact can be mitigated or reduced.
- Part 3:** If any impact in Part 2 is identified as potentially-large, then Part 3 is used to evaluate whether or not the impact is actually important.

THIS AREA FOR LEAD AGENCY USE ONLY

DETERMINATION OF SIGNIFICANCE -- Type 1 and Unlisted Actions

Identify the Portions of EAF completed for this project:



Part 1



Part 2



Part 3

Upon review of the information recorded on this EAF (Parts 1 and 2 and 3 if appropriate), and any other supporting information, and considering both the magnitude and importance of each impact, it is reasonably determined by the lead agency that:

- A. The project will not result in any large and important impact(s) and, therefore, is one which **will not** have a significant impact on the environment, therefore **a negative declaration will be prepared.**
- B. Although the project could have a significant effect on the environment, there will not be a significant effect for this Unlisted Action because the mitigation measures described in PART 3 have been required, therefore **a CONDITIONED negative declaration will be prepared.***
- C. The project may result in one or more large and important impacts that may have a significant impact on the environment, therefore **a positive declaration will be prepared.**

*A Conditioned Negative Declaration is only valid for Unlisted Actions

City of Canandaigua Comprehensive Plan - 2013 Update

Name of Action

Canandaigua City Council

Name of Lead Agency

Ellen Polimeni

Mayor

Print or Type Name of Responsible Officer in Lead Agency

Title of Responsible Officer

Signature of Responsible Officer in Lead Agency

Signature of Preparer (If different from responsible officer)

PART 1--PROJECT INFORMATION

Prepared by Project Sponsor

NOTICE: This document is designed to assist in determining whether the action proposed may have a significant effect on the environment. Please complete the entire form, Parts A through E. Answers to these questions will be considered as part of the application for approval and may be subject to further verification and public review. Provide any additional information you believe will be needed to complete Parts 2 and 3.

It is expected that completion of the full EAF will be dependent on information currently available and will not involve new studies, research or investigation. If information requiring such additional work is unavailable, so indicate and specify each instance.

Name of Action City of Canandaigua Comprehensive Plan - 2013 Update

Location of Action (include Street Address, Municipality and County)

City of Canandaigua

Name of Applicant/Sponsor Canandaigua City Council

Address 2 North Main Street

City / PO Canandaigua State NY Zip Code 14424

Business Telephone 585-396-5000

Name of Owner (if different) _____

Address _____

City / PO _____ State _____ Zip Code _____

Business Telephone _____

Description of Action:

2013 update of City of Canandaigua Comprehensive Plan originally prepared in 2002.

Please Complete Each Question--Indicate N.A. if not applicable

A. SITE DESCRIPTION

Physical setting of overall project, both developed and undeveloped areas.

1. Present Land Use: Urban Industrial Commercial Residential (suburban) Rural (non-farm)
 Forest Agriculture Other _____

2. Total acreage of project area: 2,950 acres.

APPROXIMATE ACREAGE	PRESENTLY	AFTER COMPLETION
Meadow or Brushland (Non-agricultural)	<u>NA</u> acres	<u>NA</u> acres
Forested	<u>NA</u> acres	<u>NA</u> acres
Agricultural (Includes orchards, cropland, pasture, etc.)	<u>NA</u> acres	<u>NA</u> acres
Wetland (Freshwater or tidal as per Articles 24,25 of ECL)	<u>NA</u> acres	<u>NA</u> acres
Water Surface Area	<u>NA</u> acres	<u>NA</u> acres
Unvegetated (Rock, earth or fill)	<u>NA</u> acres	<u>NA</u> acres
Roads, buildings and other paved surfaces	<u>NA</u> acres	<u>NA</u> acres
Other (Indicate type) <u>NA</u>	<u>NA</u> acres	<u>NA</u> acres

3. What is predominant soil type(s) on project site? NA

- a. Soil drainage: Well drained NA % of site Moderately well drained NA % of site.
 Poorly drained NA % of site

b. If any agricultural land is involved, how many acres of soil are classified within soil group 1 through 4 of the NYS Land Classification System? NA acres (see 1 NYCRR 370).

4. Are there bedrock outcroppings on project site? Yes No

a. What is depth to bedrock NA (in feet)

5. Approximate percentage of proposed project site with slopes:

- 0-10% 90 % 10- 15% 5 % 15% or greater 5 %

6. Is project substantially contiguous to, or contain a building, site, or district, listed on the State or National Registers of Historic Places? Yes No

7. Is project substantially contiguous to a site listed on the Register of National Natural Landmarks? Yes No

8. What is the depth of the water table? NA (in feet)

9. Is site located over a primary, principal, or sole source aquifer? Yes No

10. Do hunting, fishing or shell fishing opportunities presently exist in the project area? Yes No

11. Does project site contain any species of plant or animal life that is identified as threatened or endangered? Yes No

According to:

Identify each species:

12. Are there any unique or unusual land forms on the project site? (i.e., cliffs, dunes, other geological formations?)

Yes No

Describe:

13. Is the project site presently used by the community or neighborhood as an open space or recreation area?

Yes No

If yes, explain:

Public parks

14. Does the present site include scenic views known to be important to the community? Yes No

15. Streams within or contiguous to project area:

Sucker Brook, Canandaigua Outlet

a. Name of Stream and name of River to which it is tributary

16. Lakes, ponds, wetland areas within or contiguous to project area:

Canandaigua Lake, NYS wetlands: CG-16, CG-20, CG-22, CG-23, CI-2

b. Size (in acres):

~50 acres

17. Is the site served by existing public utilities? Yes No
- a. If **YES**, does sufficient capacity exist to allow connection? Yes No
- b. If **YES**, will improvements be necessary to allow connection? Yes No
18. Is the site located in an agricultural district certified pursuant to Agriculture and Markets Law, Article 25-AA, Section 303 and 304? Yes No
19. Is the site located in or substantially contiguous to a Critical Environmental Area designated pursuant to Article 8 of the ECL, and 6 NYCRR 617? Yes No
20. Has the site ever been used for the disposal of solid or hazardous wastes? Yes No

B. Project Description

1. Physical dimensions and scale of project (fill in dimensions as appropriate).
- a. Total contiguous acreage owned or controlled by project sponsor: NA acres.
- b. Project acreage to be developed: NA acres initially; NA acres ultimately.
- c. Project acreage to remain undeveloped: NA acres.
- d. Length of project, in miles: NA (if appropriate)
- e. If the project is an expansion, indicate percent of expansion proposed. NA %
- f. Number of off-street parking spaces existing NA ; proposed NA
- g. Maximum vehicular trips generated per hour: NA (upon completion of project)?
- h. If residential: Number and type of housing units:
- | | One Family | Two Family | Multiple Family | Condominium |
|------------|------------|------------|-----------------|-------------|
| Initially | <u>NA</u> | <u>NA</u> | <u>NA</u> | <u>NA</u> |
| Ultimately | <u>NA</u> | <u>NA</u> | <u>NA</u> | <u>NA</u> |
- i. Dimensions (in feet) of largest proposed structure: NA height; NA width; NA length.
- j. Linear feet of frontage along a public thoroughfare project will occupy is? NA ft.
2. How much natural material (i.e. rock, earth, etc.) will be removed from the site? NA tons/cubic yards.
3. Will disturbed areas be reclaimed Yes No N/A
- a. If yes, for what intended purpose is the site being reclaimed?
-
- b. Will topsoil be stockpiled for reclamation? Yes No
- c. Will upper subsoil be stockpiled for reclamation? Yes No
4. How many acres of vegetation (trees, shrubs, ground covers) will be removed from site? NA acres.

5. Will any mature forest (over 100 years old) or other locally-important vegetation be removed by this project?

Yes No

6. If single phase project: Anticipated period of construction: NA months, (including demolition)

7. If multi-phased:

a. Total number of phases anticipated _____ (number)

b. Anticipated date of commencement phase 1: _____ month _____ year, (including demolition)

c. Approximate completion date of final phase: _____ month _____ year.

d. Is phase 1 functionally dependent on subsequent phases? Yes No

8. Will blasting occur during construction? Yes No

9. Number of jobs generated: during construction NA ; after project is complete NA

10. Number of jobs eliminated by this project NA .

11. Will project require relocation of any projects or facilities? Yes No

If yes, explain:

12. Is surface liquid waste disposal involved? Yes No

a. If yes, indicate type of waste (sewage, industrial, etc) and amount _____

b. Name of water body into which effluent will be discharged _____

13. Is subsurface liquid waste disposal involved? Yes No Type _____

14. Will surface area of an existing water body increase or decrease by proposal? Yes No

If yes, explain:

15. Is project or any portion of project located in a 100 year flood plain? Yes No

16. Will the project generate solid waste? Yes No

a. If yes, what is the amount per month? _____ tons

b. If yes, will an existing solid waste facility be used? Yes No

c. If yes, give name _____ ; location _____

d. Will any wastes not go into a sewage disposal system or into a sanitary landfill? Yes No

e. If yes, explain:

17. Will the project involve the disposal of solid waste? Yes No

a. If yes, what is the anticipated rate of disposal? _____ tons/month.

b. If yes, what is the anticipated site life? _____ years.

18. Will project use herbicides or pesticides? Yes No

19. Will project routinely produce odors (more than one hour per day)? Yes No

20. Will project produce operating noise exceeding the local ambient noise levels? Yes No

21. Will project result in an increase in energy use? Yes No

If yes, indicate type(s)

22. If water supply is from wells, indicate pumping capacity NA gallons/minute.

23. Total anticipated water usage per day NA gallons/day.

24. Does project involve Local, State or Federal funding? Yes No

If yes, explain:

25. Approvals Required:

			Type	Submittal Date
City, Town, Village Board	<input checked="" type="checkbox"/> Yes	<input type="checkbox"/> No	<u>Adoption</u>	<u>10/03/13</u>
			<hr/>	<hr/>
			<hr/>	<hr/>
City, Town, Village Planning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>
City, Town Zoning Board	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>
City, County Health Department	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>
Other Local Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>
Other Regional Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>
State Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>
Federal Agencies	<input type="checkbox"/> Yes	<input checked="" type="checkbox"/> No	<hr/>	<hr/>
			<hr/>	<hr/>
			<hr/>	<hr/>

C. Zoning and Planning Information

1. Does proposed action involve a planning or zoning decision? Yes No

If Yes, indicate decision required:

- | | | | |
|---|---|---|--------------------------------------|
| <input type="checkbox"/> Zoning amendment | <input type="checkbox"/> Zoning variance | <input checked="" type="checkbox"/> New/revision of master plan | <input type="checkbox"/> Subdivision |
| <input type="checkbox"/> Site plan | <input type="checkbox"/> Special use permit | <input type="checkbox"/> Resource management plan | <input type="checkbox"/> Other |

2. What is the zoning classification(s) of the site?

NA

3. What is the maximum potential development of the site if developed as permitted by the present zoning?

NA

4. What is the proposed zoning of the site?

NA

5. What is the maximum potential development of the site if developed as permitted by the proposed zoning?

NA

6. Is the proposed action consistent with the recommended uses in adopted local land use plans?

Yes

No

7. What are the predominant land use(s) and zoning classifications within a ¼ mile radius of proposed action?

NA

8. Is the proposed action compatible with adjoining/surrounding land uses with a ¼ mile?

Yes

No

9. If the proposed action is the subdivision of land, how many lots are proposed? NA

a. What is the minimum lot size proposed? _____

10. Will proposed action require any authorization(s) for the formation of sewer or water districts? Yes No

11. Will the proposed action create a demand for any community provided services (recreation, education, police, fire protection)?

Yes No

a. If yes, is existing capacity sufficient to handle projected demand? Yes No

12. Will the proposed action result in the generation of traffic significantly above present levels? Yes No

a. If yes, is the existing road network adequate to handle the additional traffic. Yes No

D. Informational Details

Attach any additional information as may be needed to clarify your project. If there are or may be any adverse impacts associated with your proposal, please discuss such impacts and the measures which you propose to mitigate or avoid them.

E. Verification

I certify that the information provided above is true to the best of my knowledge.

Applicant/Sponsor Name Ellen Polimeni Date 10/08/13

Signature _____

Title Mayor

If the action is in the Coastal Area, and you are a state agency, complete the Coastal Assessment Form before proceeding with this assessment.

PART 2 - PROJECT IMPACTS AND THEIR MAGNITUDE

Responsibility of Lead Agency

General Information (Read Carefully)

- ! In completing the form the reviewer should be guided by the question: Have my responses and determinations been **reasonable**? The reviewer is not expected to be an expert environmental analyst.
- ! The **Examples** provided are to assist the reviewer by showing types of impacts and wherever possible the threshold of magnitude that would trigger a response in column 2. The examples are generally applicable throughout the State and for most situations. But, for any specific project or site other examples and/or lower thresholds may be appropriate for a Potential Large Impact response, thus requiring evaluation in Part 3.
- ! The impacts of each project, on each site, in each locality, will vary. Therefore, the examples are illustrative and have been offered as guidance. They do not constitute an exhaustive list of impacts and thresholds to answer each question.
- ! The number of examples per question does not indicate the importance of each question.
- ! In identifying impacts, consider long term, short term and cumulative effects.

Instructions (Read carefully)

- a. Answer each of the 20 questions in PART 2. Answer **Yes** if there will be **any** impact.
- b. **Maybe** answers should be considered as **Yes** answers.
- c. If answering **Yes** to a question then check the appropriate box(column 1 or 2)to indicate the potential size of the impact. If impact threshold equals or exceeds any example provided, check column 2. If impact will occur but threshold is lower than example, check column 1.
- d. Identifying that an Impact will be potentially large (column 2) does not mean that it is also necessarily **significant**. Any large impact must be evaluated in PART 3 to determine significance. Identifying an impact in column 2 simply asks that it be looked at further.
- e. If reviewer has doubt about size of the impact then consider the impact as potentially large and proceed to PART 3.
- f. If a potentially large impact checked in column 2 can be mitigated by change(s) in the project to a small to moderate impact, also check the **Yes** box in column 3. A **No** response indicates that such a reduction is not possible. This must be explained in Part 3.

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

Impact on Land

1. Will the Proposed Action result in a physical change to the project site?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Any construction on slopes of 15% or greater, (15 foot rise per 100 foot of length), or where the general slopes in the project area exceed 10%. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where the depth to the water table is less than 3 feet. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction of paved parking area for 1,000 or more vehicles. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction on land where bedrock is exposed or generally within 3 feet of existing ground surface. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Construction that will continue for more than 1 year or involve more than one phase or stage. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Excavation for mining purposes that would remove more than 1,000 tons of natural material (i.e., rock or soil) per year. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

- Construction or expansion of a sanitary landfill. Yes No
- Construction in a designated floodway. Yes No
- Other impacts: Yes No

2. Will there be an effect to any unique or unusual land forms found on the site? (i.e., cliffs, dunes, geological formations, etc.)

NO YES

- Specific land forms: Yes No

Impact on Water

3. Will Proposed Action affect any water body designated as protected? (Under Articles 15, 24, 25 of the Environmental Conservation Law, ECL)

NO YES

Examples that would apply to column 2

- Developable area of site contains a protected water body. Yes No
- Dredging more than 100 cubic yards of material from channel of a protected stream. Yes No
- Extension of utility distribution facilities through a protected water body. Yes No
- Construction in a designated freshwater or tidal wetland. Yes No
- Other impacts: Yes No

4. Will Proposed Action affect any non-protected existing or new body of water?

NO YES

Examples that would apply to column 2

- A 10% increase or decrease in the surface area of any body of water or more than a 10 acre increase or decrease. Yes No
- Construction of a body of water that exceeds 10 acres of surface area. Yes No
- Other impacts: Yes No

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

6. Will Proposed Action alter drainage flow or patterns, or surface water runoff?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action would change flood water flows | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action may cause substantial erosion. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action is incompatible with existing drainage patterns. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow development in a designated floodway. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON AIR

7. Will Proposed Action affect air quality?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will induce 1,000 or more vehicle trips in any given hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in the incineration of more than 1 ton of refuse per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Emission rate of total contaminants will exceed 5 lbs. per hour or a heat source producing more than 10 million BTU's per hour. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the amount of land committed to industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will allow an increase in the density of industrial development within existing industrial areas. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON PLANTS AND ANIMALS

8. Will Proposed Action affect any threatened or endangered species?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Reduction of one or more species listed on the New York or Federal list, using the site, over or near the site, or found on the site. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Removal of any portion of a critical or significant wildlife habitat.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Application of pesticide or herbicide more than twice a year, other than for agricultural purposes.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

9. Will Proposed Action substantially affect non-threatened or non-endangered species?

NO YES

Examples that would apply to column 2

• Proposed Action would substantially interfere with any resident or migratory fish, shellfish or wildlife species.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action requires the removal of more than 10 acres of mature forest (over 100 years of age) or other locally important vegetation.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AGRICULTURAL LAND RESOURCES

10. Will Proposed Action affect agricultural land resources?

NO YES

Examples that would apply to column 2

• The Proposed Action would sever, cross or limit access to agricultural land (includes cropland, hayfields, pasture, vineyard, orchard, etc.)	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Construction activity would excavate or compact the soil profile of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• The Proposed Action would irreversibly convert more than 10 acres of agricultural land or, if located in an Agricultural District, more than 2.5 acres of agricultural land.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• The Proposed Action would disrupt or prevent installation of agricultural land management systems (e.g., subsurface drain lines, outlet ditches, strip cropping); or create a need for such measures (e.g. cause a farm field to drain poorly due to increased runoff).	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON AESTHETIC RESOURCES

11. Will Proposed Action affect aesthetic resources? (If necessary, use the Visual EAF Addendum in Section 617.20, Appendix B.)

NO YES

Examples that would apply to column 2

• Proposed land uses, or project components obviously different from or in sharp contrast to current surrounding land use patterns, whether man-made or natural.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed land uses, or project components visible to users of aesthetic resources which will eliminate or significantly reduce their enjoyment of the aesthetic qualities of that resource.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Project components that will result in the elimination or significant screening of scenic views known to be important to the area.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON HISTORIC AND ARCHAEOLOGICAL RESOURCES

12. Will Proposed Action impact any site or structure of historic, prehistoric or paleontological importance?

NO YES

Examples that would apply to column 2

• Proposed Action occurring wholly or partially within or substantially contiguous to any facility or site listed on the State or National Register of historic places.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Any impact to an archaeological site or fossil bed located within the project site.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will occur in an area designated as sensitive for archaeological sites on the NYS Site Inventory.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

IMPACT ON OPEN SPACE AND RECREATION

13. Will proposed Action affect the quantity or quality of existing or future open spaces or recreational opportunities?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • The permanent foreclosure of a future recreational opportunity. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • A major reduction of an open space important to the community. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON CRITICAL ENVIRONMENTAL AREAS

14. Will Proposed Action impact the exceptional or unique characteristics of a critical environmental area (CEA) established pursuant to subdivision 6NYCRR 617.14(g)?

NO YES

List the environmental characteristics that caused the designation of the CEA.

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action to locate within the CEA? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quantity of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in a reduction in the quality of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will impact the use, function or enjoyment of the resource? | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

1	2	3
Small to Moderate Impact	Potential Large Impact	Can Impact Be Mitigated by Project Change

IMPACT ON TRANSPORTATION

15. Will there be an effect to existing transportation systems?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Alteration of present patterns of movement of people and/or goods. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will result in major traffic problems. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

IMPACT ON ENERGY

16. Will Proposed Action affect the community's sources of fuel or energy supply?

NO YES

Examples that would apply to column 2

- | | | | | |
|---|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Proposed Action will cause a greater than 5% increase in the use of any form of energy in the municipality. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will require the creation or extension of an energy transmission or supply system to serve more than 50 single or two family residences or to serve a major commercial or industrial use. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

NOISE AND ODOR IMPACT

17. Will there be objectionable odors, noise, or vibration as a result of the Proposed Action?

NO YES

Examples that would apply to column 2

- | | | | | |
|--|--------------------------|--------------------------|------------------------------|-----------------------------|
| • Blasting within 1,500 feet of a hospital, school or other sensitive facility. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Odors will occur routinely (more than one hour per day). | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will produce operating noise exceeding the local ambient noise levels for noise outside of structures. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Proposed Action will remove natural barriers that would act as a noise screen. | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |
| • Other impacts: | <input type="checkbox"/> | <input type="checkbox"/> | <input type="checkbox"/> Yes | <input type="checkbox"/> No |

	1 Small to Moderate Impact	2 Potential Large Impact	3 Can Impact Be Mitigated by Project Change
• Proposed Action will set an important precedent for future projects.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Proposed Action will create or eliminate employment.	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No
• Other impacts:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/> Yes <input type="checkbox"/> No

20. Is there, or is there likely to be, public controversy related to potential adverse environment impacts?

NO YES

The City Council held two Public Hearings. There were no comments.

If Any Action in Part 2 Is Identified as a Potential Large Impact or If you Cannot Determine the Magnitude of Impact, Proceed to Part 3

Part 3 - EVALUATION OF THE IMPORTANCE OF IMPACTS

Responsibility of Lead Agency

Part 3 must be prepared if one or more impact(s) is considered to be potentially large, even if the impact(s) may be mitigated.

Instructions (If you need more space, attach additional sheets)

Discuss the following for each impact identified in Column 2 of Part 2:

1. Briefly describe the impact.
2. Describe (if applicable) how the impact could be mitigated or reduced to a small to moderate impact by project change(s).
3. Based on the information available, decide if it is reasonable to conclude that this impact is **important**.

To answer the question of importance, consider:

- ! The probability of the impact occurring
- ! The duration of the impact
- ! Its irreversibility, including permanently lost resources of value
- ! Whether the impact can or will be controlled
- ! The regional consequence of the impact
- ! Its potential divergence from local needs and goals
- ! Whether known objections to the project relate to this impact.

A.10

RESOLUTION ADOPTING THE PLAN

RESOLUTION #2013-094

**A RESOLUTION ADOPTING THE 2013 REVISION TO THE
CITY OF CANANDAIGUA COMPREHENSIVE PLAN**

WHEREAS, by resolution of the Canandaigua City Council a Comprehensive Plan Committee was appointed and charged to prepare and recommend a proposed Comprehensive Plan; and

WHEREAS, the Comprehensive Plan Committee completed this charge by:

1. Collecting public input through focus groups, surveys, and a public hearing;
2. Considering alternatives prepared by consultants;
3. Studying statistical data;
4. Applying sound planning principles; and

WHEREAS, the Canandaigua City Council has reviewed the recommendations of the Comprehensive Plan Committee, held a public hearing on these recommendations, and completed the State Environmental Quality Review; and

WHEREAS, the City of Canandaigua last adopted a Comprehensive Plan in 2002; and

WHEREAS, pursuant to the decisions of the New York State Court of Appeals a comprehensive plan is not required to be contained in a single document; and

WHEREAS, the New York State Legislature amended §28-a of the General City Law by Chapter 418 of the Laws of 1995, effective July 1, 1995, enabling a municipality, if it so chose, to adopt a comprehensive plan which would constitute the exclusive evidence for determining compliance with the mandate that zoning be in accordance with a comprehensive plan; and

WHEREAS, §2(h) of §28-a of the General City Law provides that "[I]t is the intent of the legislature to encourage, but not to require, the preparation and adoption of a comprehensive plan pursuant to this section"; and

WHEREAS, §10 of the Statute of Local Governments vests in the City the power "to perform comprehensive or other planning work relating to its jurisdiction"; and

WHEREAS, the City Council now desires to enact an amendment to the 2002 Comprehensive Plan, and retain the same legal framework under which the 2002 Comprehensive Plan of the City of Canandaigua was adopted, by adopting the 2013 recommendations of the Comprehensive Plan Committee as an amendment to the 2002 Comprehensive Plan;

NOW, THEREFORE, BE IT RESOLVED by the Canandaigua City Council as follows:

1. The Comprehensive Plan Committee is hereby commended for its dedicated and comprehensive work on the project.
2. The City Council, pursuant to its authority under §10 of the Statute of Local Governments hereby amends the 2002 Comprehensive Plan as adopted by the City of Canandaigua Common Council by replacing it in its entirety with the 2013 Revision, attached hereto and made part of this record.
3. The 2013 Comprehensive Plan, as amended hereby, shall be known as "The City of Canandaigua Comprehensive Plan, 2013 Revision".
4. The City of Canandaigua Comprehensive Plan, 2013 Revision shall be a statement of goals, principles and standards which the City Council of City of Canandaigua endorses and promotes, and which shall serve as a guide for the significant decisions and actions of the City Council, City staff, the Planning Commission and the Zoning Board of Appeals affecting the immediate and long-range protection, enhancement, growth and development of the City of Canandaigua.
5. All references in the City of Canandaigua's Municipal Code to the terms "Master Plan" or "Comprehensive Plan" shall mean "The City of Canandaigua Comprehensive Plan, 2013 Revision", as amended hereby.

ADOPTED this 5th day of December, 2013

ATTEST:

Nancy C. Abdallah,
Clerk/Treasurer